SUZUKI RM125 vs. HONDA CR125

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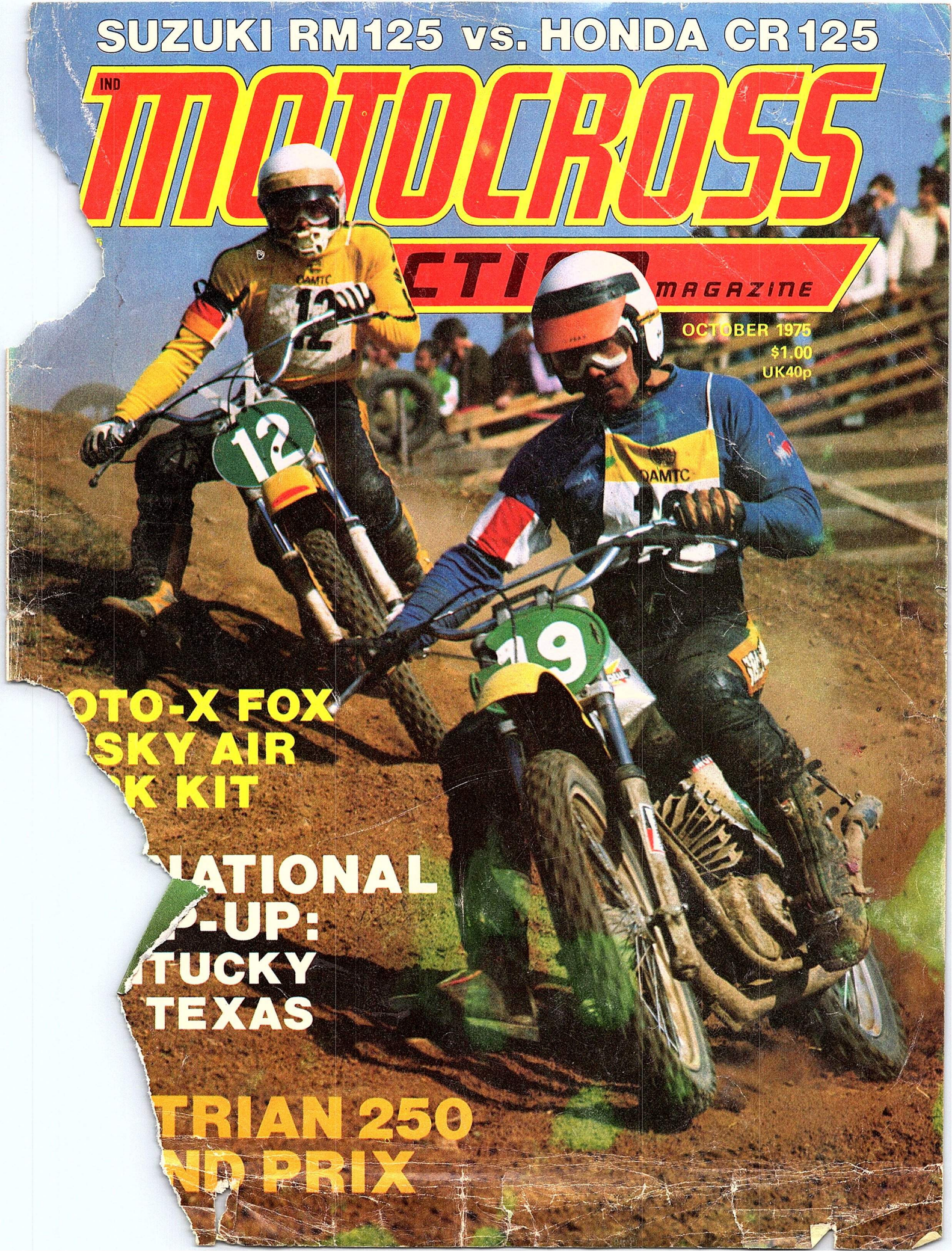

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NUMBER TEN

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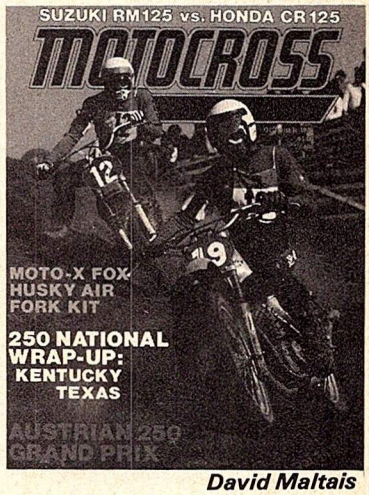
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MOTO-X FOX HUSKY AIR FORK KIT
250 NATIONAL WRAP-UP: KENTUCKY TEXAS
AUSTRIAN 250 GRAND PRIX

David Maltais captures Daniel Pean and Willi Bauer on HS Ektakrome at the Grand Prix in Sittendorf, Austria.

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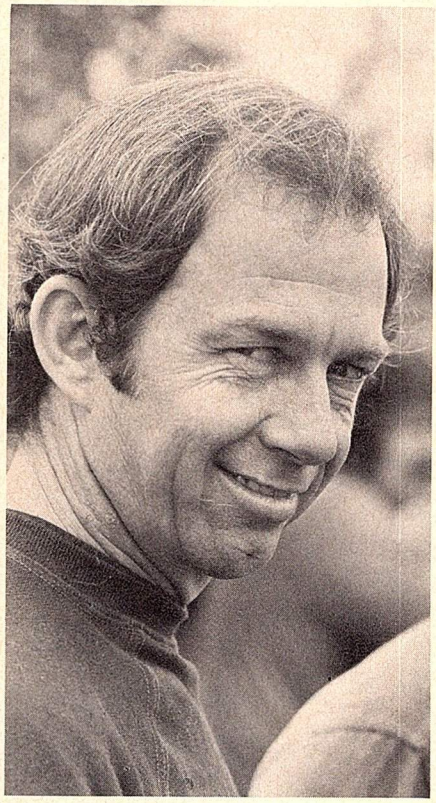
ON THE MAINJET

By DICK MILLER



Something's wrong! There have been two Grand Prixs in the United States that were part of the World title chase in motocross and it is possible to add up on one hand the total European contenders at the first event.

Why weren't more foreign riders present at this GP, and what can be done to change the situation? That's a good question, and I don't have all the answers. It's difficult enough for me to get anyone at any of the factories to talk about it. Politics plays an important part in the reason, and an even stronger consideration should be given to the expenses involved.

Before we get into the financial aspects of this situation I'll give you a rundown on why some riders don't participate due to the scoring procedures of the World Championships.

Take the 500cc Grand Prix events as an example. There are 12 this year as compared to ten the year before. In order to determine a winner a total of the GP motos is added up, split in half, add one, and you have a new champion. The best 13 motos of a 500cc contender determines his position in the standings. The points accumulated early in the season are an indication of who the contenders are, but don't necessarily mean who's leading. I'll explain.

In this year's Carlsbad race — the sixth event — Heikki Mikkola led going into the event by nine points. This was significant, but not as important as how many wins (motos) he had in the previous five GPs up to this point. Roger DeCoster, who was second to Mikkola in the standings, had won six motos and had placed second two or three times. Mikkola, on the other hand, had only won two motos, but due to his and his machine's consistent finishing record he was able to maintain a lead on points because of his seconds, thirds and fourths. Looking ahead to the end of the season you have to conclude that the Championship will be determined by the number of wins, since only the best 13 motos will be counted. Therefore DeCoster was, for all intents and purposes, leading the World Championship MX standings even though he was behind in points.

What about the other riders involved? Are they out of it by the halfway point or do they have a chance? I'd have to say they're out of it. In this instance — the 500cc class— DeCoster and Mikkola are the only competitors, allowing an outside shot for Wolsink or Lackey. Even Mikkola knows that if he gets a bad start in a moto or has trouble, and DeCoster does not, his finish position isn't important. Admittedly it's a bad attitude to take, but it's realistic. Going even further, you have to wonder what the other riders are thinking and how they weigh their positions against their efforts in a particular moto or Grand Prix. Going even further than that, you have to wonder what the factories are thinking, knowing that one brand of bike is leading and that they have no chance of winning. Should they spend the money to bring an entry or team over to the United States for a Grand Prix that they feel they won't be competitive in? It is expensive — but surely the American market is a valuable source of income to these factories, and that's the name of the game as far as they're concerned. Don't believe anything else! The factories race because they want to sell you their products and it's their showcase. They would like nothing better than to bale out of racing and its expense. What keeps them honest is you and I buying a machine we can identify with from racing. Let's not change now or racing will be a thing of the past.

Some simple arithmetic tells you that in order for a semi-privateer to come to the Carlsbad GP from Europe it will cost him in the neighborhood of $5000. You can double that figure if it's a factory effort. Add it up yourself. It costs a thousand for plane fare per person. Add the mechanic's fare, the bike and spares, accommodations, rental car, meals, etc., and you can see how it adds up.

Ahh, you say. What about the money they can win or get for showing up? Boy, are you in for a surprise. Each International entry at Carlsbad got $150 appearance money. If you could win the GP you stood to make about $2500. If you're not an American you'll have to deduct 30 percent off the top for Uncle Sam. The promoter is compelled by law to deduct it for you. I saw Gerrit Wolsink's check for winning the Carlsbad event and it was a little over $1700. A rider who wins a Trans-AMA can make much

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more than from winning a World Grand Prix, and there is a reason why this is so.

To become a World Champion you *have* to compete in the GP events in order to compile enough points for the title. The promoters know this and take advantage of it. Very little of the monies taken in from these events is available for the riders involved. It's what is keeping the sport from attaining the greatness it deserves. If it wasn't for the competition of the leading motorcycle factories and their salaried riders the World GP events would be a farce. The riders have got a rough road, and if your name isn't DeCoster, Mikkola, Wolsink, et al, it's even rougher. By all comparisons to other sports of its caliber — not even taking into consideration the extreme physical aspects of it — motocross is getting the short end of the stick when it comes to money for performance.

Incentive is the key word. If there was incentive I'm sure more riders could and would show up at these events, especially the U.S. races. The racer who rides for a factory and is salaried is locked in to what his sponsors tell him to do or not to do. A good case in point is Ake Jonsson and Jaak van Velthoven, who ride for Yamaha. They were running third and sixth in the 500cc point standings leading into the Carlsbad race. They both wanted to come to defend their positions but their sponsors didn't want to send them. I don't know what Ake did, but I know that Jaak volunteered to pay his own way. He was told to stay home. The same thing happened with Jim Weinert. He wanted to race the Canadian GP the weekend after Carlsbad, but said he was told that the Canadian Yamaha distributor didn't want him up there. He then called Canada himself and talked to a representative of Yamaha in Canada and was told they *would* like him to come up, and would even have a bike ready for him.

Cont'd. on page 54

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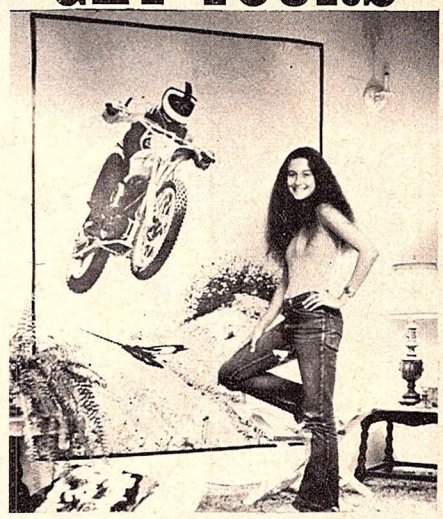

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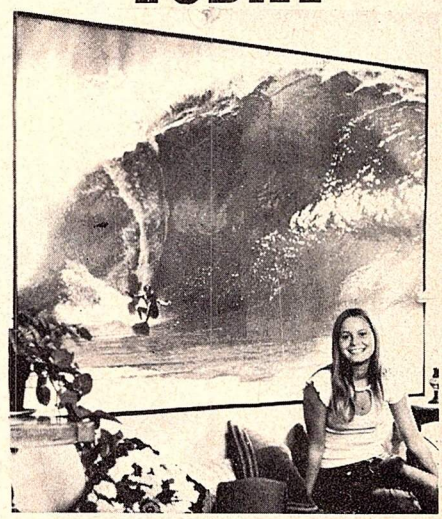

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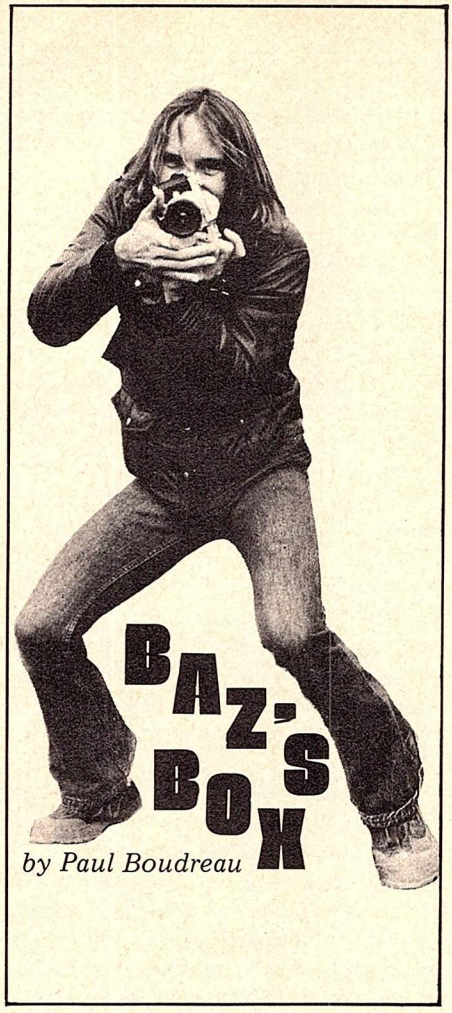

BAZ'S BOX

by Paul Boudreau

I did it! I finally got up enough nerve to take all my shop rags to the coin-op laundry. It takes courage to pull off a stunt like that. There I was walking into this sano place where everybody brings their sheets and towels and underwear to wash and get all clean and sweet smelling, and it's filled with a herd of ornery housewives armed to the earrings with giant baskets, plastic bottles and wire coat hangers, and I'm trying to hide a shopping bag full of oily, smelly, outrageously grungy shop rags under my T-shirt. Talk about risking all for the sport.

My heart was thundering as I crept into the laundromat. What if the head lady accosted me and demanded to inspect the contents of my shopping bag? I blanched at the thought: Death by spin cycle at the hands of a posse of angry washerwomen.

Number 18 seemed to be as good a washer as any. You see one Maytag, you've seen them all. Glancing around quickly to make sure nobody was watching, I turned the shopping bag upside down over the loading hole and shook all the rags in. ARGH! A waft of Sears hypoid gear oil filled the air around washer number 18. I slammed the lid shut and looked to see if anyone caught the smell. The enormous woman wearing an orange flowered dress and white horn-rimmed shades over by number 21 twitched her nose a little but went back to reading *Jaws*. Whew!

Vending machines were put on this earth to drive mankind to the brink and the soap dispenser at this laundromat was leading the crusade. I tossed in my 15 cents, selected *Tide* and gave the lever a twist. It didn't move. I leaned on it a little harder and it moved just enough to click the first ratchet in the mechanism so I knew my 15 cents was committed. I gave it a healthy push and the machine deposited a small pile of boxless soap powder on the floor with a few flakes of cardboard sticking out of it.

A squat woman wearing a blue smock and a bandana tied around her head, obviously the head washerlady, ran over and cried, "Yompin yimminy! Vot you do?! Mine soap machine iss breaked! Dumkoff!" She shot a hateful glance my way and started furiously mopping up the spilled soap powder. I tried *Salvo* with better results.

Back at number 18 I slid the two giant pills under the lid and turned the selector up to "Hot Everything." The "Wash" light came on and the machine started making its customary gushing sound. A thin stream of vapor rose up from under the lid, carrying with it the unmistakable odor of Bel-Ray chain lube.

"Hey!" It was the head washerlady and she was jabbing me in the ribs with her mop. I froze. "Vot you put in machine make to funny smell?" She peered at me with one eye closed and her nose wrinkled up. My hands began to tremble and my forehead broke out in a cold sweat. I almost bolted.

"Huh? What smell? I don't smell anything," I squeaked, jumping up on the washer and sitting on the lid.

"Vot make smell funny?" she demanded, shaking her mop in my face. "You dye clothes in washer? Iss verboten to die clothes in washer." I had to think fast.

"Smell? Oh, *that*. That's B.O.," I said, smiling and plucking at the armpit of my T-shirt. "No take bath, no wash shirt. Smell funny, see?" I

made a move for her face with my armpit and she jumped back and waddled away mumbling something about dirty hippies and wienerschnitzels.

Sitting on top of number 18, I found I could effectively hold the lid down tight enough to keep any more ungodly vapors from escaping. All I needed to do was to get through the Rinse and Spin cycles without wilting my buns, no easy feat sitting on a steaming slab of metal for 20 minutes.

It was finally time to transfer the load from washer to dryer without attracting attention, which would be like trying to streak the Superbowl on a BSA without attention. But I had a plan.

I walked nonchalantly to the front and stood looking out the window for a while. Then, when there was a lull in the din coming from the machines, I pointed across the street and said in a loud voice for the whole place to pick up, "Say, isn't that Lawrence Welk getting out of that car in the parking lot?"

There was silence for a split second, then a clamoring rush of fat bodies to get to the front window. One lady came to the end of the hose on her hair drying bonnet at a dead run and almost killed herself. In the confusion I stealthily dispatched the reeking load from washer to dryer. Old number 18, however, would never be the same. It looked and smelled like a long-forgotten tub of Hodaka drippings. But the caper was almost finished.

With ten minutes to go on my drying time, the head washerlady began her round of cleaning out the washers. She started at number 30 and was working her way back. If she got to number 18 before the rags were dry, my jig would undoubtedly be up. I could already see myself being cranked through an old wringer kept in the back room for just such purposes.

Five minutes to go and she was up to number 24. The dryer clicked off as she opened number 20. I stuffed the rags back into the shopping bag as she closed number 19. Running through the door I heard her scream "HIMMEL!" and then a thud like a sack of melons hitting the floor. As I made good my getaway in the Bazmobile, I wondered whether it was the vaporized gasket sealer or the steamed engine degreaser that sent her down for the count.

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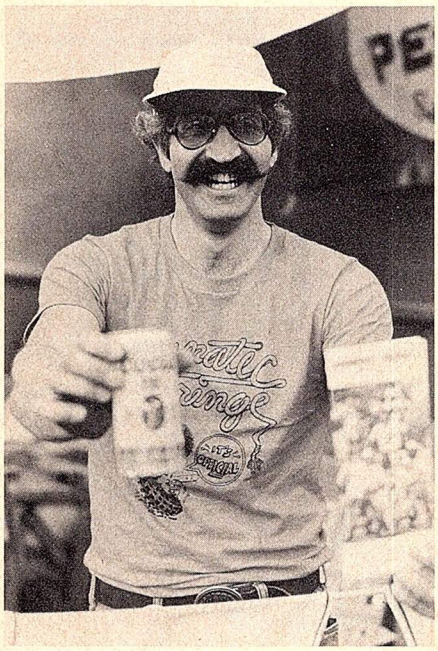

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We're running out of "Bermshot" photos, or at least Dick and Paul would like to see someone else's offerings. We even pay if we use it (not very much, though, but think of the fame). By now you know what we like if you've been reading MXA. If you send us something and you want it returned, make sure you enclose a self-addressed, stamped envelope. Send to "Bermshot," MXA, 16200 Ventura Blvd., Encino, California 91436.

* * *

Pierre Karsmakers had his helmet and boots ripped off in Baldwin, Kansas, at the 500cc National. The helmet showed up but the boots didn't. Next time you're at one of our MXs and see some squid rip off one of the riders, a good smack alongside of his head might help to deter this problem. Remember, it could happen to you!

* * *

Suzuki has the very good possibility of winning everything in the world of motocross this year. Tony DiStefano just won the 250cc National Championship. Gaston Rahier won the World 125cc Championship. Willi Bauer is in a fight for first place in the World 250cc title chase and Roger DeCoster looks like he's going to get the 500cc World crown. The only thing left is the 500cc National Championship race, and they have an outside chance at that.

* * *

If you wonder why some riders are missing in one of the U.S. GPs — 500cc or 125cc — that you think should be there, it may be because of the FIM ruling about a rider not being allowed to compete in more than one World Championship MX Series during the course of the year. The support classes don't count. Only the actual GP event is what matters. This prevents some teams from throwing in spoilers in some of the races where the outcome of the World Championship is critical. Also, a rider couldn't win both Championships. It is conceivable.

* * *

At the Baldwin, Kansas, MX, Yamaha team rider Jim Weinert protested the second-place finisher, Gary Semics, at that event, because Semics rode the second moto wearing a jersey without his name on the back. Later Weinert requested that the referee drop the protest and the request was honored. Weinert was leading Semics 150-120 in the 500cc standings after the event. Semics said that he didn't even know he had that jersey in his bag or he wouldn't have worn it, but also felt that it wasn't something you should be disqualified for.

* * *

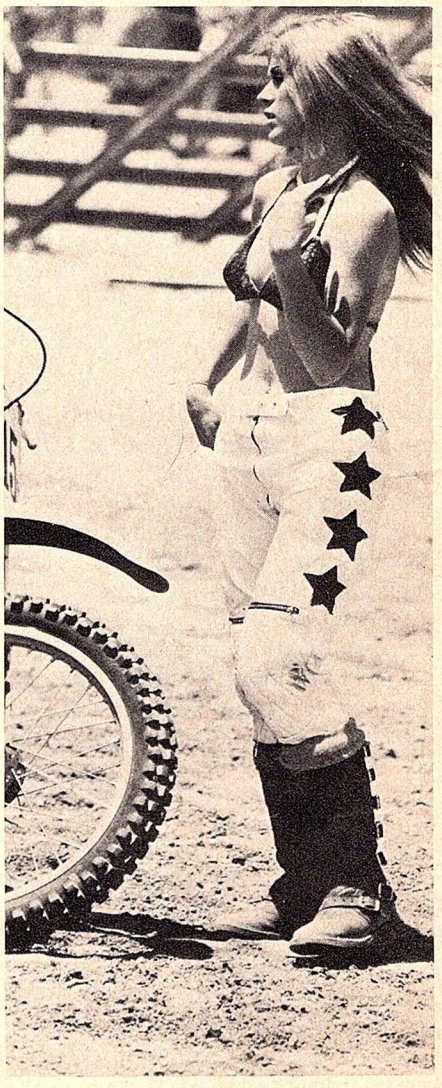
Speaking about Jim Weinert, or rather about his wife Kathy — she gave birth to an eight-pound, one-ounce baby girl who was christened Lindsey Nicole. Mother and daughter are fine!

* * *

On the Can-Am front, the Jones boys, Gary and DeWayne, are out. It's rumored that they'll be riding Moto-Islos being imported into the States from Mexico by their dad. It's bound to be interesting with papa Don involved.

* * *

MOTOCROSS ACTION will be giving you the blow-by-blow info on the Women's National that's being held at Carlsbad Raceway in

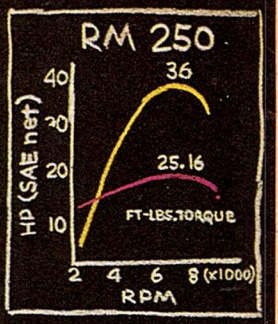


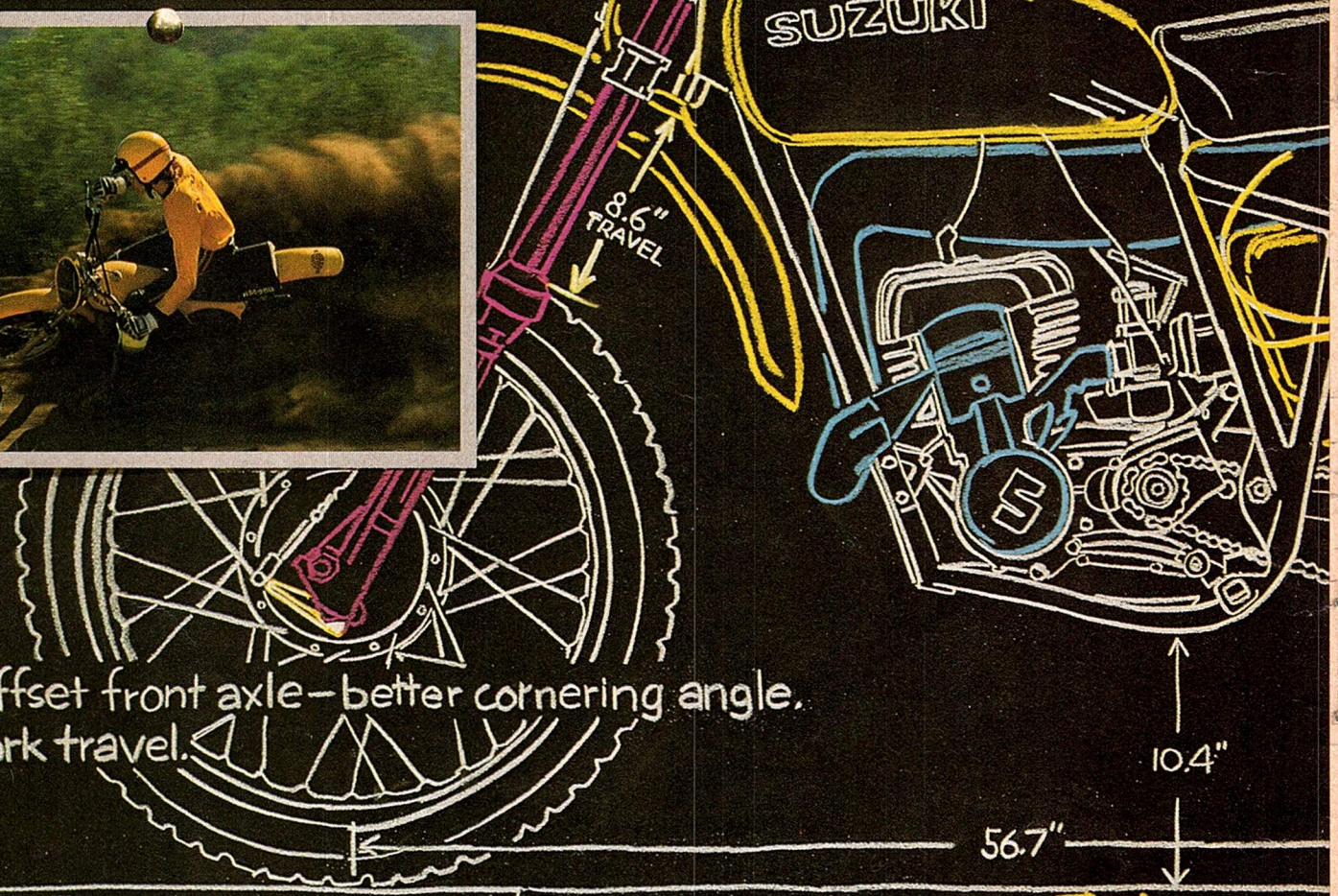
California. We thought we'd tease you a bit with a look at Penny Miller, 16, of Sun Valley, California. She's a racer besides a looker.

THE NEW SUZUKI RM250 AND 370 ARE HERE

ENGINE, FRAME, SUSPENSION—TOTALLY NEW

New Power Reed™ 2-stroke—more torque & HP at all rpm's. Magnesium covers on clutch, magneto, and engine sprocket. Chrome-moly frames—geometry like factory RH machines.



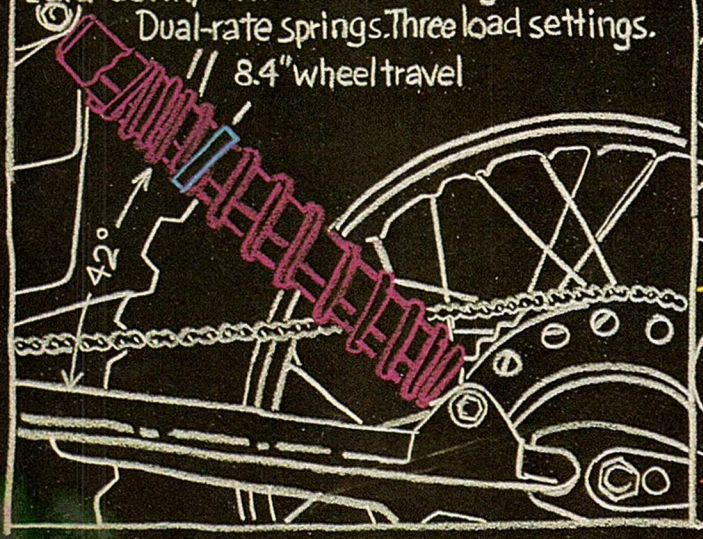


New offset front axle—better cornering angle.
8.6" fork travel.

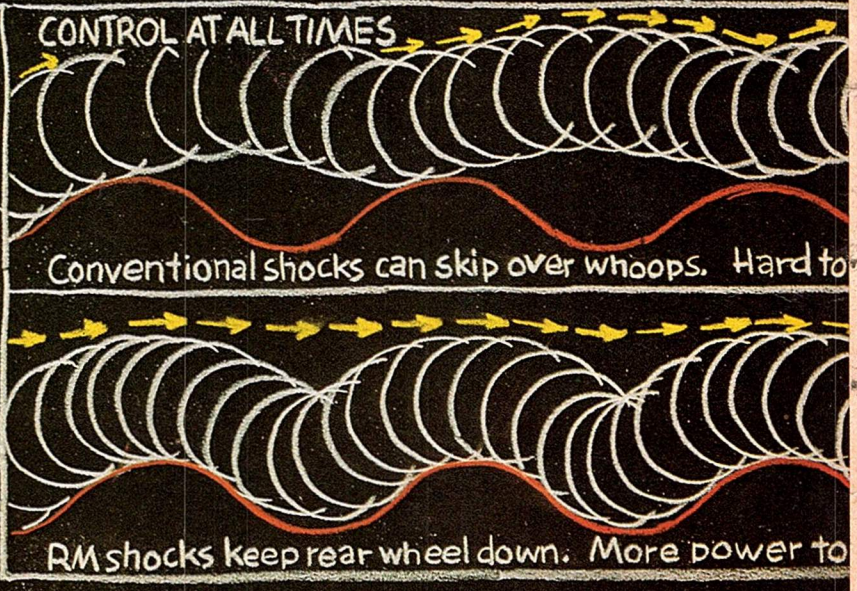
10.4"

56.7"

Laid-down, Forward-mounted gas-oil shocks.
Dual-rate springs. Three load settings.
8.4" wheel travel



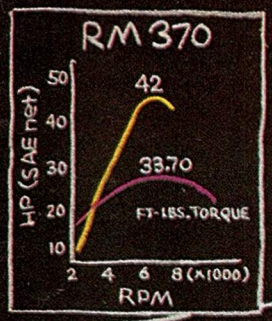
CONTROL AT ALL TIMES



Conventional shocks can skip over whoops. Hard to

RM shocks keep rear wheel down. More power to

We didn't win all those World Champion

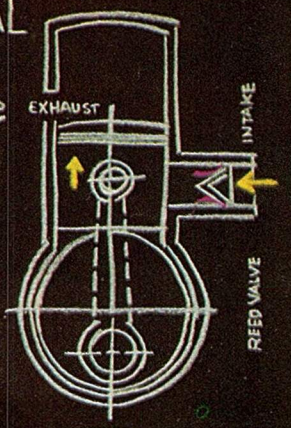


POWER AT ALL RPM'S

RM 250: 36 HP (SAE net) @ 8000 rpm
25.16 ft-lbs @ 6500 rpm
RM 370: 42 HP (SAE net) @ 7000 rpm
33.70 ft.-lbs @ 6000 rpm
Bore & stroke: 70×64 & 77×80
Corrected compression:
7.1 (RM 250)
6.9 (RM 370)
Carburetion:
VM36 (RM 250 & RM 370)
Premix fuel 20:1

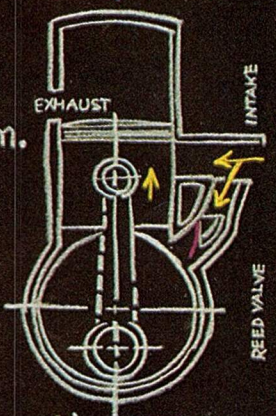
CONVENTIONAL REED VALVE

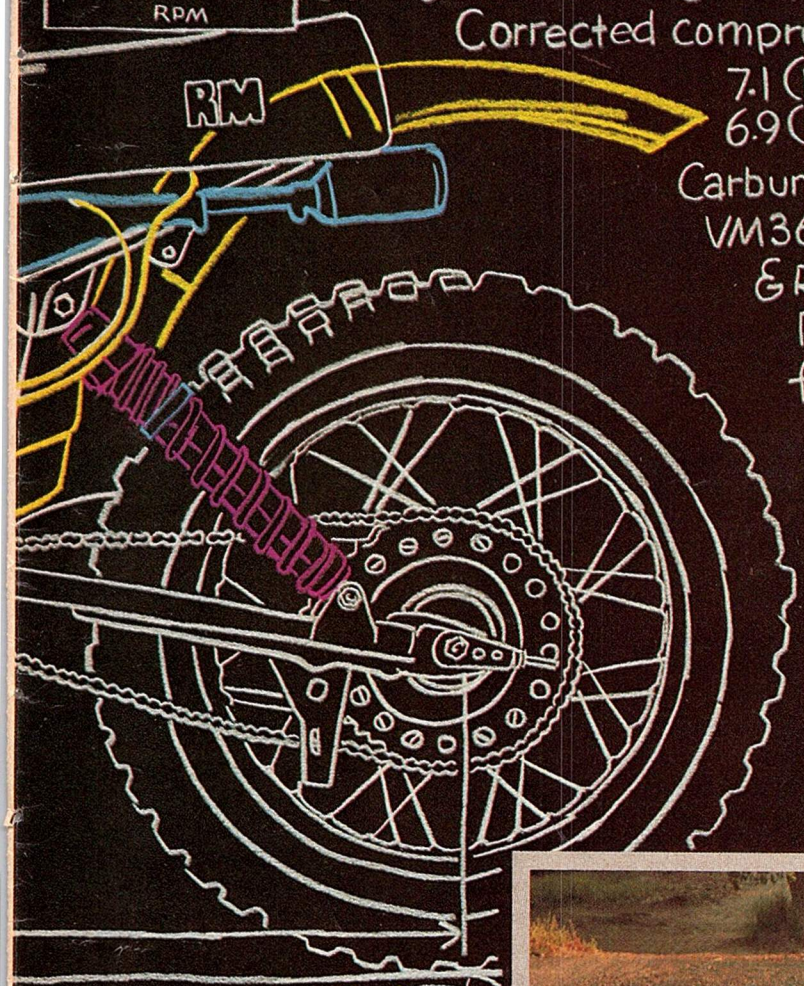
Most effective at low & mid-range, but restricts intake at high speeds.



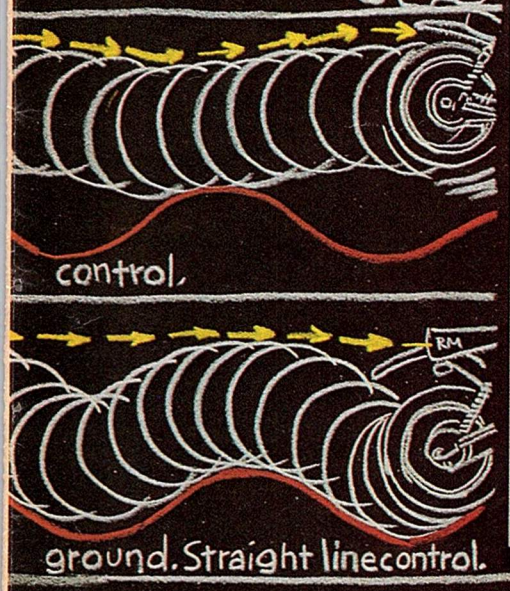
RM POWER REED VALVE

Unique dual intake system. Open port to cylinder. Power Reed to crank-case. Maximum power throughout entire range.





RM "Squash Dome" cylinder heads give max. compression plus pre-cooling of exhaust gases.
RM 250 has six transfer ports, RM 370 has four.



ships without learning a few tricks. SUZUKI®

WRENCH WRACING

By ARDIMOS MIERSTEDT

PUTTING GRIPS ON

Dear Ardimos:

Which is a good way to put grips on? Mine sometimes get loose and come off, usually just as I'm coming over a big jump.

Peter Wess
Bloomdale, Michigan

Getting a grip on your bars is a simple thing to do, and if done right they won't come off. First clean the bars with straight gas and rinse out the inside of the grips. Don't use pre-mix or it will leave behind an oil film that will cause the grips to slip off. After everything is dry, smear weather stripping cement over the bar and the inside of the grip. Then push the grip onto the bar. It should slide right on. You'll find you have a big glop of excess cement around the inside end of the grip. Wipe off the excess but leave enough to form a seal around the grip and the bar. This way water can't get in. Also, plug the casting hole, if there is one, on the outside end of the grip so water won't get in that way. Do the same with the throttle grip and you're in business.

MUDDY GOGGLES

Dear Ardimos:

Every time I race on a muddy track, my goggles get so splashed on the first couple of laps that I won't be able to see, and then I have to either try to wipe them off or pull them down — which isn't too cool. How can I keep my goggles on in the mud and still see?

Fred Castango
Trenton, New Jersey

The only way to get around mud on the goggles is to use tear-offs. These are thin strips of acetate that are taped over your lenses. When they get muddy you simply tear them off and throw them away. The only problem is that when you put on more than one, things start to look like you're viewing everything through a fish tank. Then, in the heat of competition, you might get excited and tear them all off at the same time. Or, as sometimes happens, you might get a good start and not want to make any mistakes and leave two or three tear-offs on for the whole race even if they're muddy. If you use them a lot, it can get expensive. When Tony DiStefano was a privateer he used to tape his tear-off all the way around his helmet, so that when he peeled it off it would stay dangling behind him so he could clean it up and use it again for the next race. What I do is go down to the art department and get old acetate sheets they use for setting up the magazine and cut tear-offs out of them. You can get some from your local printing shop. The only problem is that after you run out of tear-offs during a race, the next to go is your goggles because nobody's figured out a way to keep the mud off.

SOFT SUZUKI GEARS

I have a '73 TM400 Suzuki and I can't keep gears in it. I have replaced them twice. Every time the rear wheel comes off the ground, there goes another transmission. None of the Suzuki dealers in this area can help.

L. R. Kelley
Louisville, Kentucky

Early TM400 gearboxes had some bogus gears that would come apart under load. These gears, particularly the third drive gear, were two-piece assemblies of the gear body and a bronze bushing pressed in. The bronze bushing has a tendency to work loose and then everything comes apart. The Suzuki factory replaced these gears with one-piece hardened gears in parts inventories. Unfortunately, some dealers who stocked the old gears may still have them in their inventory. Next time you replace the gears, make sure the third drive gear is a one-piece, gold-colored gear. That should do it.

RETUNE WITH BEL-RAY

Dear Wrench:

I used to use Castrol R mixed 32:1 in my Suzuki TM125 but now I've switched to Bel-Ray MC-1 mixed 50:1. I noticed that as soon as I switched the engine started running rich and I had to rejet. I would think that since I was using less oil the engine would run a little leaner. What gives?

James "The Flash" Picard
Toledo, Ohio

You're using less oil, but don't forget you're using more gas. Since gas burns much cooler than oil, you've brought down the operating temperature of your engine to the point where it needs to be jetted leaner in order to run clean.

GETTING STARTS

Dear Mr. Mierstedt:

How come the same people get good starts every week and some people, like me, never seem to get a good start? What am I doing wrong?

Brent Fingstrom
Richmond, California

I don't know, Brent, I've never seen you race. Some guys like Ken Zahrt and Bruce Baron get good starts because they're light and can out-accelerate the other guys. I know this one guy who's really fat and he always gets good starts because he sits back on his Maico 450 and puts the power to the ground. Other racers always get good starts because they have good reflexes and, most of all, because they practice their technique. You can't get good at anything unless you practice. One session a week of doing burnouts to find out where to sit, how much gas

and clutch to mix and when to shift will do wonders for your starting game. Also, on race day take some time out during practice to scope out the starting area and do a few practice starts. It will really pay off. Most important is to be sure to keep a positive mental attitude. The best way to blow a start is to sit on the line thinking you're going to blow the start.

FATIGUE

Dear Ardimos:

When I practice during the week I never have any trouble with getting tired but when I race my forearms get pumped up and I can't hold onto the bars. I do all the right exercises for building my arms but nothing seems to help. Why don't my arms stay strong like when I practice?

Jeff Lodenmeier
Hollywood, California

If you practice regularly, exercise and stay in reasonably good condition, there is no reason why your arms should get tired during a race. What is happening is that you're getting too excited at the beginning of the race and you're burning up too much energy. Let's face it, practice is not racing. When you practice you stay looser, much more relaxed. During a race you've probably got the bars in a death grip and you're pumping adrenaline like a bank robber. The thing to do is to keep calm and relaxed and conserve your energy. Make a conscious effort to grip the bars loosely and remind yourself every lap to stay cool. Another thing to keep in mind is that when you practice during the week you probably ride around slow at first to allow your body to get up to operating temperature where it works more efficiently. On race day, however, you probably unload your bike, blitz a few practice laps and think you're ready to race. It's better to start off slow, maybe take a little trail ride if you can, then take some medium-speed practice laps to check out your lines and, when the track starts to bed in, burn off the last few practice laps at full gas. Do a few exercises just before your first race to get the blood flowing to your arms. This way when the gate falls you'll be ready to gassit without worrying about your arms getting tired.

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MAIL ENTRIES

"WHAT MEAN 'UM WFO?"

MAINJET

Dear Dick:

I just read "On the M.J." in the April issue about you and your son and I think it's super. Me and my dad are like that, too. I really love motorcycles and that's about all I think about. But I live in an apartment and my parents are divorced, so I keep my bike at my dad's house so it doesn't get ripped. During the week I don't have anything to do except climb the walls. I'm sure there are other guys who feel the same. I've considered crocheting my own MX socks, but I fall asleep.

Mike Griffin
Sylmar, California

REPLY TO SYKES

I don't think Sue Sykes was quite fair to Ms. Nancy Thomas in her letter. It should be pointed out that Nancy was entered in the Puyallup Dealer's Challenge to try to get back in shape after crash injuries earlier in the year. Perhaps what we need is a Sue Sykes/Nancy Thomas grudge match. I'll be happy to referee the race.

John D. Ulrich
La Mirada, California

Dear Motocross Action:

This is in regard to the letter that Sue Sykes wrote about Nancy Thomas. Shove it, Sykes! For your information Nancy happened to be riding in the 250 class on a 125 and it was not the Beginner class, it was the Junior class. And even though she was recovering from a broken shoulder, she finished in the top ten. She's faster than you could ever be if you would get on a bike, and as for the term "powder puff," I think it's absolutely stupid but it seems to fit you perfectly.

Chris Sargent
Grants Pass, Oregon

Dear Sue Sykes:

I "write as well as I ride," eh? Thanks for the compliment, or haven't you heard? I was 125 high point champion of southern Oregon in the men's division. Better take a look at yourself before you go criticizing other people's riding abilities unless you can do better. Your writing stinks and your riding probably isn't much better — that is if you even ride at all. Find out the facts before you go shooting off your mouth.

Nancy Thomas
Bend, Oregon

(*Ladies*, please! —*ed.*)

IN THE REFERENCE SECTION

Dear Mail Entries:

In your June issue a guy named John McAlpine wrote in about an article which I had been looking for for weeks in order to use it in a speech for school. Thanks to John I found the magazine and got an "A." If you're ever in Olympia, John, I owe you a case of your favorite brew. Oly, of course.

Steve Burinsky
Olympia, Washington

BAZ'S BOX

Dear Bazzer:

I really enjoyed "Baz's Box" in the June issue. I push parts, too, though just on Saturdays, which is enough for me. If you think it's hard for a grown man to have to put up with these nuts all day long, you ought to be in my boots. I'm only 13 years old and I'm on the verge of insanity.

Gary D. Snoby
Winchester, Virginia

Dear MXA:

"Baz's Box" is my favorite 8½x11 inches of the magazine. It gets better every month. So . . .

A toke from the hookah,
Before you read Bazooka.

Tiff Ford
Brookline, Massachusetts

Mail Entries:

Does ass. ed. mean the associate editor is an asshole?

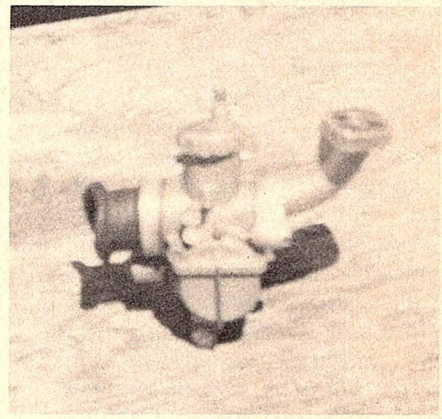
J. Cowles
Atlantic, Iowa

(*No, it means he edits asinine letters. —ed.*)

MORE PIPES

Baz, Blix and Grant:

I was reading through the June MXA and happened upon the Thermal-smoke pipe. I put this little gem together and thought you might like to see it. It's a Keihin with an



upside-down intake manifold and a sideways boot. The choke meters the hit and it gives some big shotguns.

Bob Cunningham
Tucson, Arizona

HUMAN BEHAVIOR

Dear Dick:

Human Behavior, May '75, pg. 32, has an article on motocross that you might want to read.

Larry Koch
Los Alamos, New Mexico

MOTOCROSS WIZARD
(sung to the tune of
"Pinball Wizard")

Ever since I was a novice,
I've raced the moto game,
From Belgium down to Carlsbad
My Maico gave me fame.

But I ain't seen nothing like him
In any Maico shop.
That deaf, dumb and endo kid
Sure plays a mean bermshot!

He stands through the whoopdies
Becomes part of his machine,
Cross-ups on the jumpers
Always with good lean.

He rides for Husqvarna
His bike is really boss.
That factory sponsored freak kid
Sure plays a mean motocross.

He's a motocross wizard
Got forward mounted shocks
A motocross wizard's
Got a buncha JT socks.

How do you think he does it?

Jerry Lormisl
Missouri

(I don't know. —ed.)

LONELY HEARTS

Hi!

My name is Michael. I'm 21 years old, a Monark freak and I would like to meet nice girls in tight leathers like Donna Duplichan (wow!), or Nils-Arne's sister, and discuss racing and so on with them.

Michael Ed
Petterdalvagen 8
S-370 20 Lyckeby, Sweden

Dear Sir:

I love to get different addresses of motorcycle riders and write to them because I think kids that have talent like that should have fans. Especially kids like Marty Smith.

Sheila LaCross
Rd. #2 Ice House Road
Lisbon, Connecticut 06351

CHARLES HOLE

Bazzer:

After much consideration I have decided to use back copies of your magazine to fill the TWO (2)-mile deep chuck hole in my driveway which is constantly eating my pickup which throws my CZ WFO over the garage roof.

Jim DeJumpjammer
Libertyville, Illinois

(What does WFO mean? —ass. ed.)

CARE FOR SOME PORK?

Mistuh Baz,

Mah name iz Patrick-Wayne Bimbo Grimsly Jr., Prezdent of the world renowned Okoboja Outlaws. That's in Iowa. Where Pork iz cared fer. I am sure you fellers at MOTOCROSS AKSHUN have heard of us. We subscribe to yer magazine and *Cycle News*, so don't think wez a bunch of dumb hicks. I graduated from the tenth grade and have a dandy job in Pa's gas station. Wez looking at yer December issue now, on acconta that the mailman don't get to Okoboja fer a while. Last one got hisself drowned in the swamp. Anyways, we world renowned Okoboja Outlaws figured all three of uz should get sponsored. When Virgil lost the watercoolin' on his Harley during the hillclimb, the hardware store got rid of us. So now my Greeves is just rustin' in the shed. So we wuz wonderin' if you good ol' boys could send us some MOTOCROSS AKSHUN jerseys. It's okay if they's been used, we have a dandy washboard. We all take extra-large so it would need no trouble. If you could put our name on it it would be even better. Mah name iz too long fer the back so just put GRIME. And then there's Amos and Robert Lee. Uh, do you have some hot setups fer a Vespa 250 scrambler and how do you waterproof a 1964 Norton? Oh, by the way, who the hell iz Dick Miller?

Patrick-Wayne Bimbo Grimsly Jr.,
Prez.

P.S. If you send yer P.R. man down hyar to watch us in the Dead Bear Grand Per-ree, tell 'em to watch out fer the Swamp an' werewolves.

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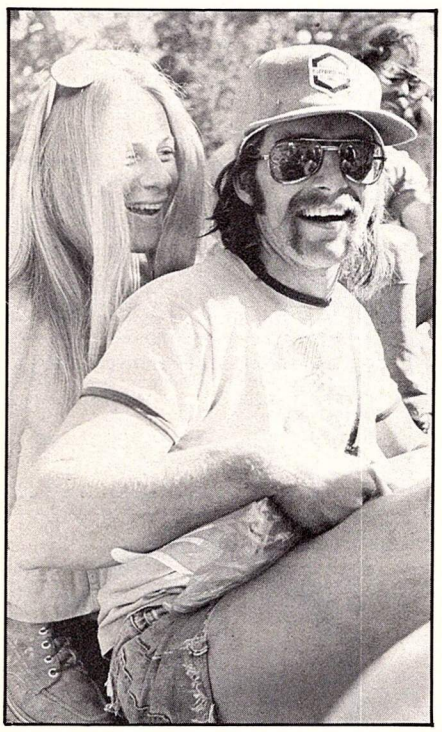
WHIPS

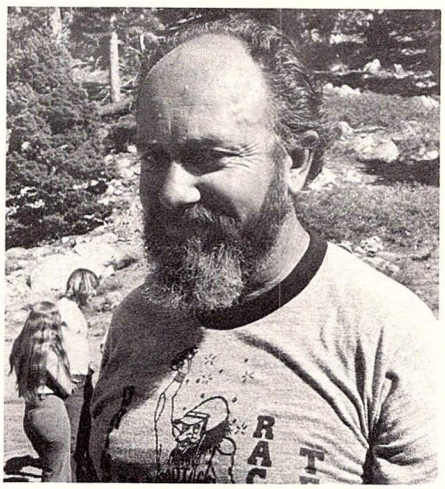
Little things about people who make motocross neat

JEFF LITTLE AND CHRIS BAUER



Jeff and Chris are the neatest professional motocross team in the business. Jeff races a Husky for Suzuki of Santa Barbara and makes money whenever and wherever he can. Chris keeps the rent paid with her job as a waitress in a coffee shop and is an outstanding competitor in tennis, Ping-Pong, skate boarding, horseback riding, skiing, and frisbee, and plans to get into motocross as soon as she can get a bike. They live in a little farmhouse in Buellton, California, home of Anderson's split pea soup, with Chris's horse, Jeff's dog, a bunch of cats and any other creature that wanders in. Their philosophy about life and motocross is to have fun and enjoy what they're doing. Chris does not mind making noise with her straw or snatching the last brownie and Jeff doesn't mind smooching in public. Together they're lovers in love with life and winning.

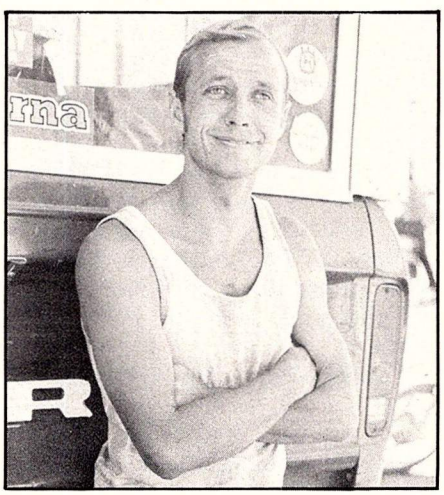
MR. GROSSI



He's the father of Bob Grossi and Bill Grossi. At any race in which a Grossi is entered you will find Mr. Grossi around helping out, offering counsel, being a good friend and a loving dad. He's a layback kind of a guy, a man of simple words and simple tastes. He carries around with him an expression of amusement and concern, signs that he's really into what he's doing and digging every minute of it. There are few older men in the racing circuit who have gained as much respect and admiration as the elder Grossi.

He's a proud father. "Bob is the strongest of the two. He can turn Billy over in a wrestling match any time. But Billy can last longer. He never seems to get tired." Mr. Grossi never turns down a chance to talk about his sons. If you see him, smile and say howdy. He'll give you a howdy and a smile right back.

RANDY MILLIGAN



This is another member of the notorious Kawasaki public relations department. His job is to take care of the test bikes and work with the magazine guys. But unlike many of the "company types," Randy is more dedicated to being a good person and an honest friend than a hollow mouthpiece for the advertising department.

Randy also races what he pitches for. At the Mammoth Mountain motocross he finished seventh in the 125 Intermediate class on a trick KX and won a year's subscription to *Motorcyclist* magazine. Lucky him.

BLUE

Blue is a neat old race dog and belongs to Jeff Little and Chris Bauer. He's part one kind, part another and a little bit of something else, but he's all dog. At the races he stays by the van keeping an eye on all the stuff, and doesn't get in anybody's way. He does occasionally pee on somebody's tire but the gesture should not be taken personally. He gets along well with cats, horses and Husqvarnas. He doesn't bark or make a fool out of himself when Jeff and Chris come back from the store, but he does go lay down in the corner when they tell him to. He'll put his head in your lap, go get a stick for you and even talk to you if you talk to him. He's a fine old motocross dog, Blue is.

Extra layer of leather in palm absorbs wear, prevents blisters. Contoured shape won't bunch up. Double stitched.

Small, Medium, Large and Extra Large sizes. Small has specially sized fingers to properly fit most younger riders as well as women.

Genuine leather that is especially tanned for stretchability—provides the durability you want and the fit you need.

Popular Buckskin color with complementary protective padding.

No inside seams to cause blisters. All thread is a special nylon that is strong, yet will stretch and not cut the leather.

High-density, shock-absorbent padding protects back of hand, fingers, yet each stress point is relieved for flexibility.

Double elastic band around entire wrist for snug fit. Glove stays on, dirt stays out.

Extra layer of protective leather on inside of thumb where wear and tear is the roughest.

Fit, durability and protection never felt this good before!

Just slip your hand into any of these new Bates gloves. Soft, supple...exactly the right feel...like they're already broken in. That's because the leather has been specially glove-tanned for stretchability. To keep the stretch in, the glove is 'bench cut' by hand...almost a lost art in these days of mass production.

To guarantee Bates famous workmanship, each glove is completely sewn by one operator, with six different inspections taking place before the Bates name goes on.

They fit like a second layer of smooth skin, but they're rugged, too. Slip them on just once. Once is all it takes.

UNLINED TOURING	LINED TOURING	MOTO CROSS	ROAD RACING
$11.95	**$14.95**	**$17.95**	**$19.95**
S, M, L & XL	S, M, L & XL	S, M, L & XL	XS, S, M & L

See your local dealer or send full price plus $1.00 for shipping and handling to:

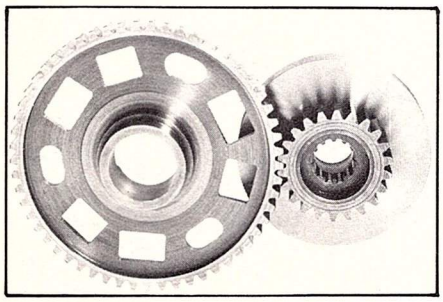
BATES
the "quality people"

ACCESSORY HOUSE, INC.
Box 1770-DG,
Long Beach, California 90801

ROAD RACING GLOVES
The ultimate racing glove. Weighs less than 1 oz. Stretch fit allows sensitive fingertip touch on controls. Extra protective layer on heel of hand. Velcro wrist closure. No inside seams. Also great as cafe racing or touring gloves.

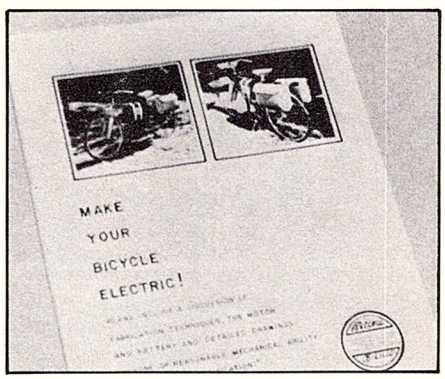
STREET AND TOURING GLOVES
Traditional styling with comfort that must be experienced to be believed. Choice leather stretches to match every hand movement like a second skin. Choose lined or unlined.

TRICKS FROM THE TRADE



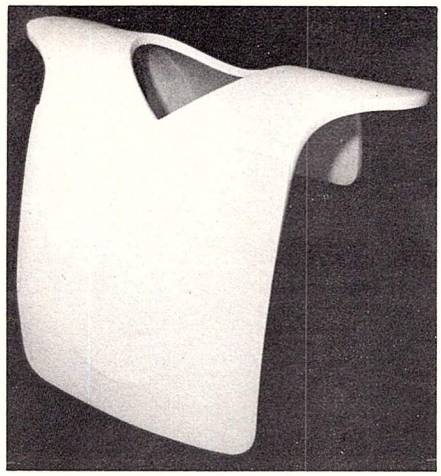
HOT YAMAHA PRIMARY

Straight cut gears designed to replace the entire omnibalance system on 1973 and '74 Yamaha 360MX engines will increase rear wheel horsepower. CDI ignition is retained and a set of rivets is supplied to remount the clutch. Part No. 7YSC-1 goes for $114.95. Must be used with 7YFW-1 flywheel for enduro or motocross, which is another $19.95. CMS Products, Inc., 2134 Old Middlefield Way, Dept. MXA, Mountain View, California 94043; (415) 961-2446.



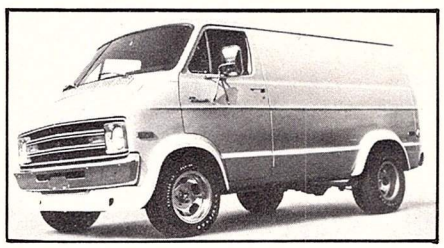
ELECTRIC BIKE

Complete plans to convert any ordinary bike into an "Electric Power Assisted Bicycle." "Just a flip of your wrist and you are off at a brisk pace!" $2.95 postpaid from F. J. Kielian, Specialty Merchandising, 130 Drake Ave., Dept. MXA, South San Francisco, California 94080.



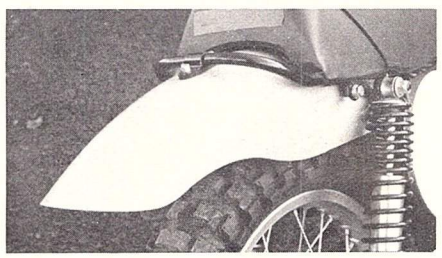
PROTECT YOUR STERNUM

This one-piece device is designed to give protection to the shoulders, collarbone and sternum area. Made from polyethylene encased in vinyl foam and coated with a vinyl dip. (We prefer a cheese dip.) It's kept in place by your jersey and only weighs 18 ounces. $14.95 from Fred Soteros Motorcycle Accessories, Box 1531, Dept. MA, Burbank, California 91507.



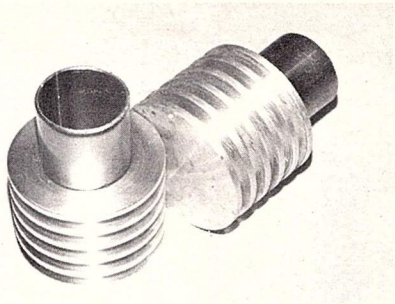
VAN GOODIES

Real neat hand-laid fiberglass spoilers and wheel flares will fit Ford, Chevy or Dodge vans. A touch of class from Karvan International Inc., 1024 So. Linwood Ave., Dept. MXA, Santa Ana, California 92705; (714) 568-6821.



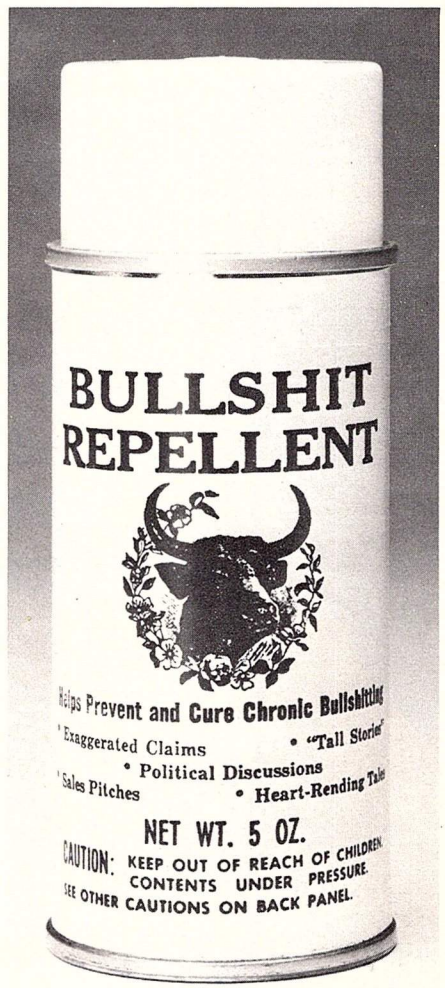
SLICK REAR FENDER

Preston's been playing with the injection molder again. This time he's come up with a foxy looking three-quarter length fender that weighs only one pound and is, naturally, unbreakable. $6.95. Check it out at the nearest dealer handling Preston Petty Products.



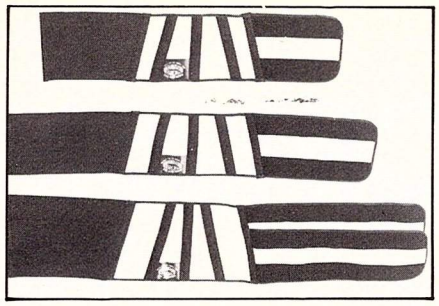
BOGE COOLERS

Alloy coolers hold 85cc more oil and fit Boge/Mulholland and Koni shocks. Buy 'em for $19.95 with instructions for welding or send your shocks to Cycle Products West, 11900 West Pico Blvd., Dept. MXA, West Los Angeles, California 90064; (213) 477-0997 — and they'll do it for you for $43.99.



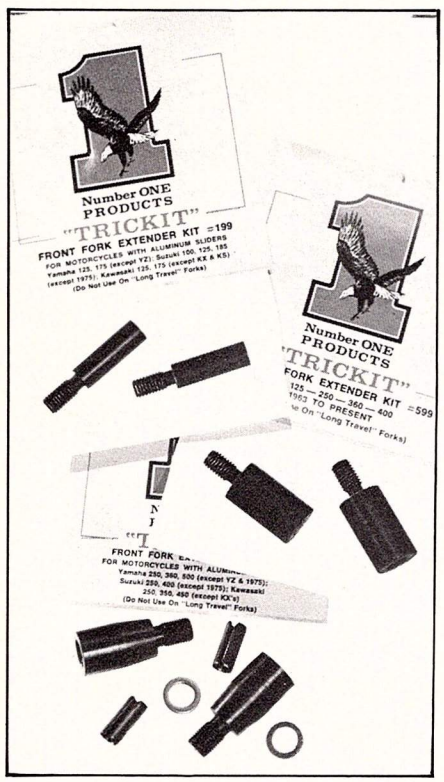
CLEARS THE AIR

This stuff is specially formulated for spraying on bench racing friends, over-enthusiastic salesmen and other bike magazines. Available from Big River Bike Products, Dept. MXA, P.O. Box 4798, Panorama City, California 91412.



NEW GOLD BELT

Improved Gold Belt now comes in three sizes: The Skinny Mini, which fits very small waists 18 to 24 inches, sells for $11.95; the Dynamite, which fits waists 25 to 36 inches and is designed for those who like a narrow belt, goes for $12.95; and the original Old Gold Belt still costs $16.95. Add 50 cents for shipping and six percent tax for California people. Simon Says Yes, 8568 Melrose, Dept. MXA, Los Angeles, California 90069; (213) 657-7237.

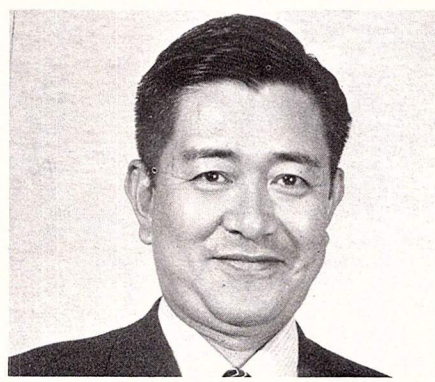

Number ONE PRODUCTS
"TRICKIT"
FRONT FORK EXTENDER KIT =199
FOR MOTORCYCLES WITH ALUMINUM SLIDERS
Yamaha 125, 175 (except YZ); Suzuki 100, 125, 185 (except 1975); Kawasaki 125, 175 (except KX & KS)
(Do Not Use On "Long Travel" Forks)
Number ONE PRODUCTS
"TRICKIT"
FORK EXTENDER KIT =599
125 — 250 — 360 — 400
1963 TO PRESENT
Use On "Long Travel" Forks)

MORE INCHES

New Trickit fork extender kits add just over an inch of travel to Yamaha, Suzuki, Kawasaki and CZ forks. $5.95 per kit plus 50 cents shipping and six percent tax for California people. Send make, year, model and money to Number One Products, Inc., 11509 Bexley Dr., Dept. MXA, Whittier, California 90606.

PRESCRIPTION GOGGLES

Ellie Taylor prescription goggles are chemically tempered for impact resistance, meet or exceed FDA regulations and drop ball tests, and are made by qualified opticians licensed by the California Board of Medical Examiners. All models may be worn with or without helmets, including the full coverage Bell Star 120. Your regular eyeglass prescription, furnished by your eye doctor, is used; and prescription goggles are deductible from your tax return. For further information and prices contact Ellie Taylor, 145 Arroqui Road, Dept. MXA, P.O. Box 5023, Santa Barbara, California 93108; (805) 969-0838.



UP THE LADDER

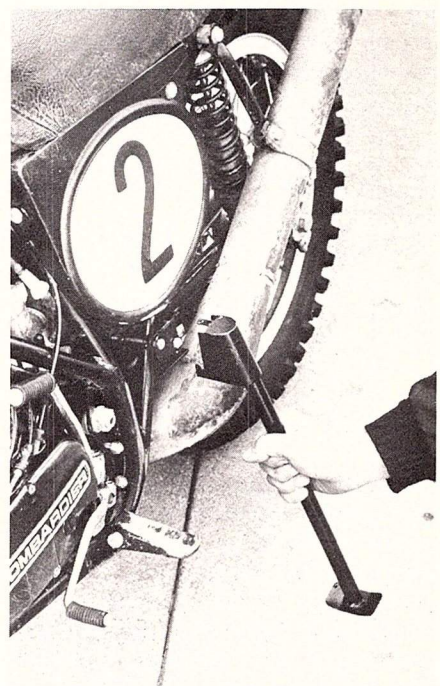
Mr. Shigeru Suwaki has been appointed Executive Vice-President of U.S. Suzuki Motor Corporation. Mr. Suwaki is 45 years old and has been working for Suzuki 15 years. Not bad, Shigeru, you're doing all right.

NEED A LIFT?

Trick bag inflates from exhaust pipe in less than a minute and can lift up to 3000 pounds. Weighs only seven pounds. Bull Bag West, 29000 South Western Ave., Dept. MXA, San Pedro, California 90732.

WELD CHROME MOLY

Coleman Brothers Racing Team of Angleton, Texas, informs us that you can weld chrome moly with a regular acetylene torch real easy without the need for expensive stress relieving. The secret is a special rod called EutecRod 16FC, made by the Eutectic-Castolin Institute, 40-40 172nd Street, Dept. MXA, Flushing, New York 11358. Write them for details.



TRICKSTAND

This is a pretty neat idea. It's called a Quickstand and comes with a mounting bracket that bolts to the frame. Then you merely snap on or snap off the stand. Very clever. Comes in 13- and 15-inch lengths and sells for $14.95. Roetin Industries, Dept. MXA, 66 N. Main Street, Honeoye Falls, New York 14472.

RACE TEST/COMPARISON
HONDA CR125M vs. SUZUKI RM125

Both bikes offer much to the prospective buyer but what one has, the other doesn't and vice versa

Photos by Paul Boudreau and Marcia Holley

This will be our first actual comparison test of two motorcycles. We haven't had comparison tests before because we haven't felt we've had the equipment, the manpower or the know-how to offer you a valid assessment of side-by-side bikes. But since we haven't increased the size of our staff any or acquired additional equipment, we probably still don't have what we need except for two years of experience watching motocross bikes develop and testing them. So what the hey, we've got to start somewhere.

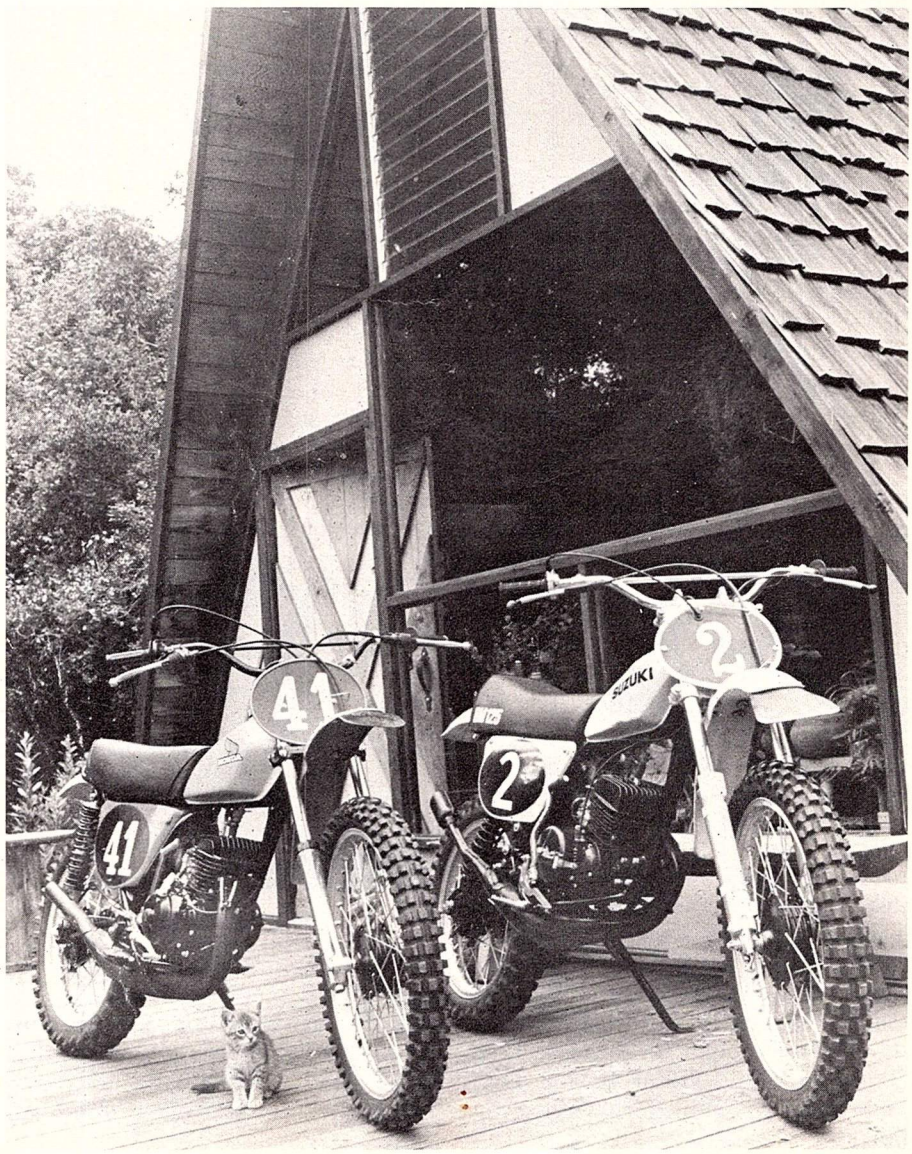
* * *

The RM125 Suzuki is essentially a new bike and the CR125 Honda is essentially an old bike. Honda's immensely popular Elsinore has changed little since its introduction in 1973. The one you can buy now is a refined model of the one we tested two years ago, but those refinements make the Elsie a vastly improved motorcycle. New cylinder porting and pipe give it much more top end and redesigned air filter, sprocket bolts and shock absorbers make it more reliable. The forks have been changed too, but for the most part to make them simpler and cheaper to build.

The Suzuki RM125, on the other hand, is a hybrid, a combination of the old TM125 and the limited production RA125 factory race bike. The frame and engine are holdovers from the TM, while the cylinder porting, head, pipe and most importantly the suspension are copies of the RA. Together they come very close to making a superb racing bike, but it still lacks the sophistication and harmony of a conjointly conceived and designed package.

Both bikes have much to offer to the prospective buyer and both fall a little short of the mark in a few departments. What amplifies the comparison is that what one has, the other doesn't and where one hits the design mark on target, the other misses entirely. Racing them requires two different styles and owning them demands two different philosophies.

Sitting back in the clubhouse with a few racing buddies, passing around a communal Snickers and filling our internal tanks with Dr. Pepper, we scoped out the bikes as being basically similar in appearance. Arnold thinks all Japanese bikes look



Baz puts the Suzuki suspension to work making a pass on a gnarly downhill. (Photo by Marcia Holley)

the same anyway, but then what Husqvarna freak doesn't? Both bikes show heavy indication that their designs passed through powerful marketing departments on their way to the production lines. Those guys really know what teen-agers like to save their money for. Sleek, lean, with smooth lines and bright colors, they appeal to the young racer while still holding up to the scrutiny of image-minded parents.

The Suzuki comes on as being a little more exotic, however. It sits much higher and, of course, its trick rear suspension looks really radical. The long stinger and factory-type silencer add to the image. But the Honda has a much more "come hither" look to the novice racer because it's lower, looks much easier to ride and has the familiar profile of a consistent winner in the 125 class. But looks only work till the starter starts running for cover.

The major difference between the two engines is that the Honda is a six-speed and the Suzuki is a five-speed. Overall gearing is about the same, since the Honda has a

Continued

lower primary ratio and the Suzuki has a lower final ratio. The Suzuki's progression starts off a little higher and ends a little lower with the spacing between gears a little wider. This puts the Suzuki at a bit of a disadvantage because it's a little heavier than the Honda and has to jump the wider gear spaces. The Honda can get away quicker because it carries less weight and benefits from the torque multiples of the close ratio box. Within the framework of the race, however, a broad powerband metered through a wide ratio gearbox can have its advantages. You don't have to shift as much to make the RM go fast, but the Honda six-speed can contain a more radical powerband. How much more or whether it would make any difference is hard to say, since there are two philosophies involved. A real speedy, berserko-type rider with quick reactions and a hot hand would probably prefer the Honda, while a smoother, long-distance type could really get into the Suzuki.

Putting the power to the ground is a different story. Here, because of its superior rear suspension, the Suzuki way outshines the Honda. The Honda's 4½-inch rear suspension travel pops the wheel on just about every bump, leaving the knobs to look for traction in air. The Suzuki's 7½-inch rear suspension, on the other hand, gets traction from both sides of a bump. On a smooth uphill the Honda uses its gearing advantage to pull away from the Suzuki, but when the hill gets rough the Suzuki will pull the Honda because the RM puts what power it has to the ground.

Coming out of a turn on the Suzuki you have to be very mindful of what gear you're in because it gets such good traction that if you're not careful you can bog it. If you bog the Honda, a quick tap on the clutch will get the rear wheel spinning and hopping off the ground enough to keep the motor zoned, but clutching the RM will only get you a hot clutch. The contact between motor and ground is so good you must go for a lower gear to cancel the bog. (Better still is to take the turn faster so you won't bog or need to downshift.)

The only complaint we had about the shifting is the same we've had for all the Japanese-designed bikes. The throw is a little too short to impart

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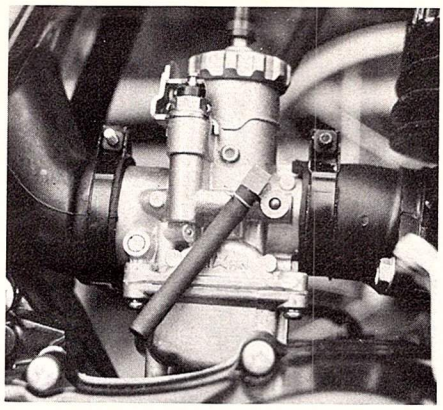
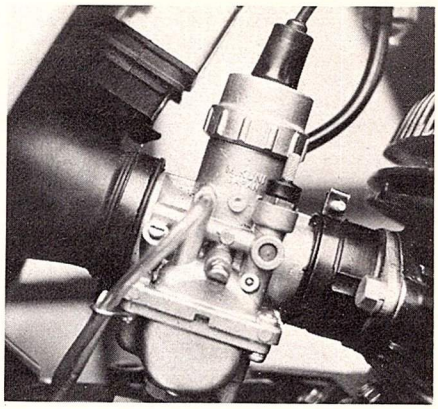
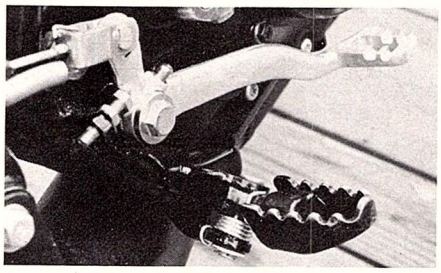
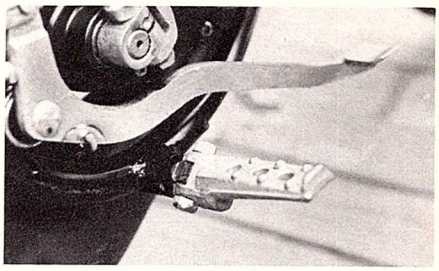


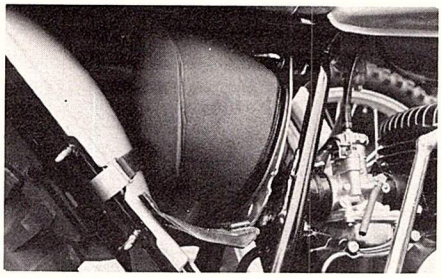


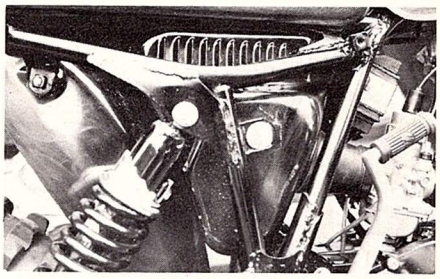
Keihin carb on the Honda (left) and Mikuni on the Suzuki (right) were both 28mm. Most hot tuners are going to 30 or 32 Mikunis.



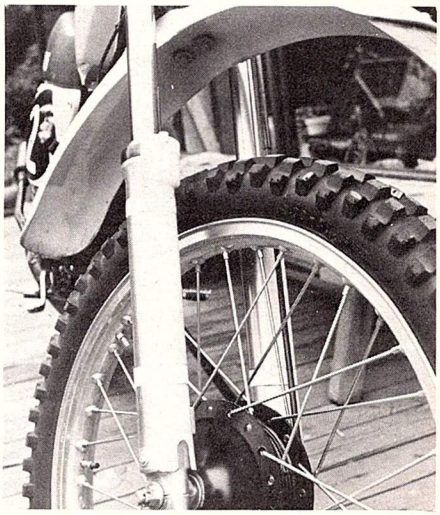


Toothy steel footpegs and alloy brake pedal were trick on the Honda (left), but steel pedal and unsprung pegs were burnt on the Suzuki.





Honda air box was nowhere (left), but the Suzie had a good one although it was made of steel. Both carry foam elements. Check out the top shock mount on the Suzuki. It's solid.



Forks on the Honda worked fair, gave out a few jolts and flexed quite a bit. Suzuki forks were bigger, stronger, smoother and traveled more.

4

SPECIFICATIONS

Make ..... HONDA
Model CR125M
Country of Manufacture ..... Japan
Retail Price ..... N/A

ENGINE

Type ..... Two-stroke, piston port
Bore & Stroke ..... 56mm x 50mm
Displacement 123cc
Compression Ratio 7.6:1
Cylinder ..... Six-port, iron sleeve
Carburetion ..... 29mm Keihin
Ignition ..... CDI electronic
Lubrication ..... Pre-mix
Air Filter ..... Foam

TRANSMISSION

Type ..... Six-speed
Ratios:
2.133, 1.611, 1.300,
1.090, 0.958, 0.880
Primary ..... Gear, wet clutch
Ratio 4.000
Drive Chain ..... D.I.D 428G

SUSPENSION

Front ..... Hydraulic slider
Rear:
Hydraulic shock, standard mount
Travel, front ..... 6.3 inches
Travel, rear ..... 4.5 inches

DIMENSIONS

Wheelbase ..... 53.7 inches
Ground Clearance ..... 7.7 inches
Seat Height ..... 31.5 inches
Track Weight ..... 185 pounds
Weight Bias 46/54

CAPACITIES

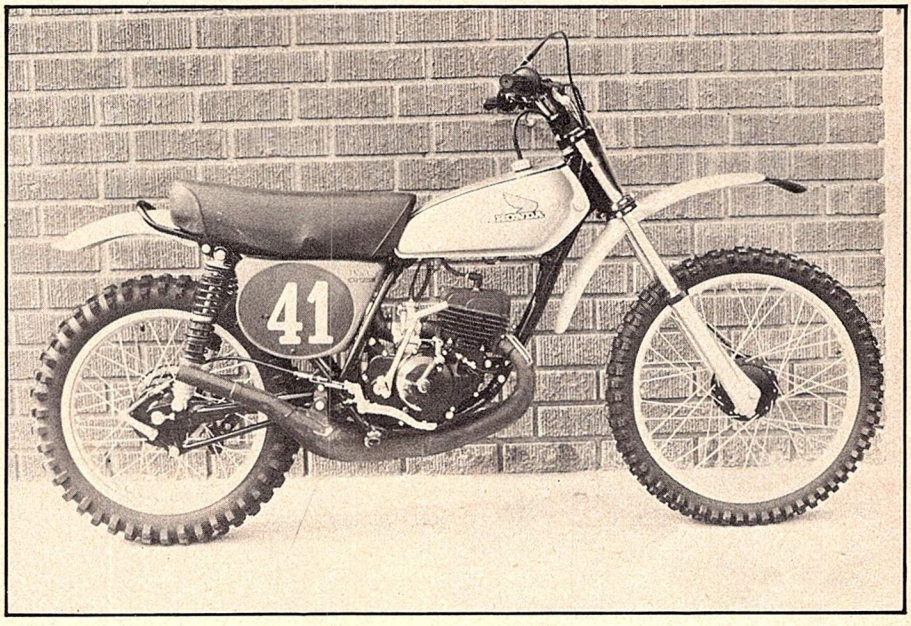
Fuel ..... 1.6 gallons
Transmission 850cc
Forks 160cc

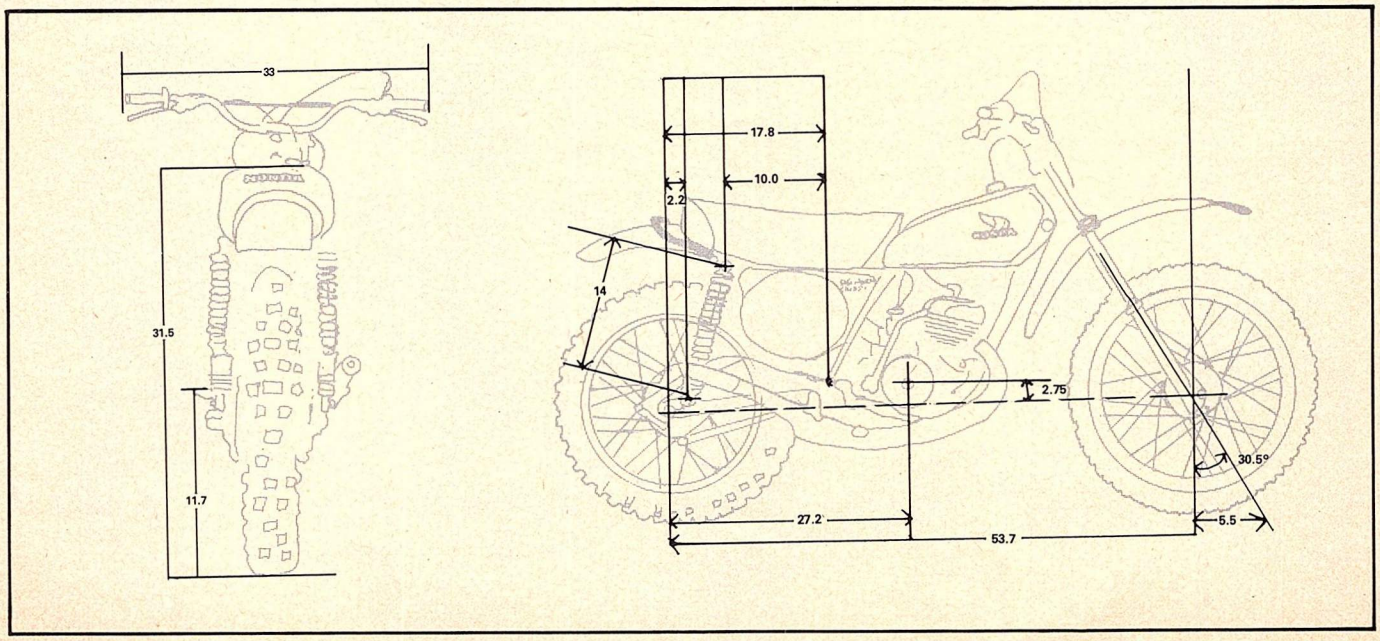
any feel to the rider about what's going on inside the gearbox. The Honda is an extreme opposite from the CZ in the shift throw category. We'd like to see something in the middle.

Handling on 125s is almost a built-in trait of the breed. Their short sectioned frames, light weight and low horsepower make them fairly unaffected by chassis flex. But if a division were to be made between our test subjects, we'd have to say the Suzuki worked better on the straights and the Honda could really jam the turns. Sitting way up on top of the Suzuki is kinda like perching on a pile of cigar boxes: You're a little reluctant to let it tilt too far. Even if you get by the initial fears of leaning it over into a turn, you still have to contend with a tall bike's nature to shift too much weight off the wheels, allowing them to break loose early. On the RM, you invariably have to go for the berm to burn the turn.

The Honda, built three inches lower to the ground, can cut inside the Suzuki. It's easy. All you have to do is run with the guy on the Suzuki into the turn, tie up the brakes, tuck the handlebar behind your knee and punch it early. If you're good at it you can just cut his line as he's coming off the berm. But if the next

HONDA CR125M





straight is long enough and he makes the right move, he can get you back because while you're shifting, he's jammin'. The reason the Honda does a tighter turn is because it's ten pounds lighter and therefore easier to change direction, has a lower center of gravity and therefore finds more traction in a leaning posture, and the six-speed gets it away a little quicker. Turning the Suzuki requires you to address the gas cap with your crotch in order to shift enough weight forward to make a turn happen after a few light prods on a set of brakes that feel a little too grabby. You must whip the gas on early because you have to wait a bit longer for the RM engine to come on and cut the turn. The best the Suzuki can do against the Honda on the inside is a stalemate.

On the berms the Suzuki can blaze the Honda. Hold the RM WFO in a tall gear and rail the berm for all it's worth. The Suzook out-berms the Honda for two reasons. First, the high CG works to an advantage, in this case, because the bike tips over easier and berms offer automatic traction. Second, the forks on the RM are heavy-duty models with thicker tubes so they hold a better line because they wiggle less under side loads. The spindly Honda forks tend to make the front end hunt a bit

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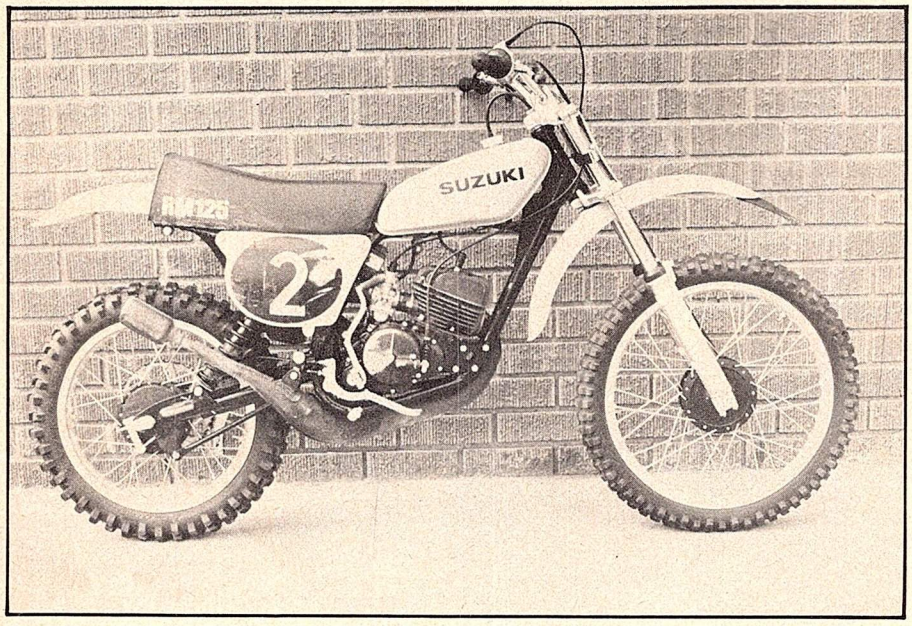
SUZUKI RM125



SPECIFICATIONS

Make	SUZUKI
Model	RM125
Country of Manufacture	Japan
Retail Price	N/A

ENGINE

Type	Two-stroke, piston port
Bore & Stroke	56mm x 50mm
Displacement	123cc
Compression Ratio	7.4:1
Cylinder	Seven-port, iron sleeve
Carburetion	28mm Mikuni
Ignition	PEI electronic
Lubrication	Pre-mix
Air Filter	Foam

TRANSMISSION

Type	Five-speed
Ratios:	
	2.143, 1.588, 1.250, 1.045, 0.913
Primary	Gear, wet clutch
Ratio	3.389
Drive Chain	D.I.D 428TM

SUSPENSION

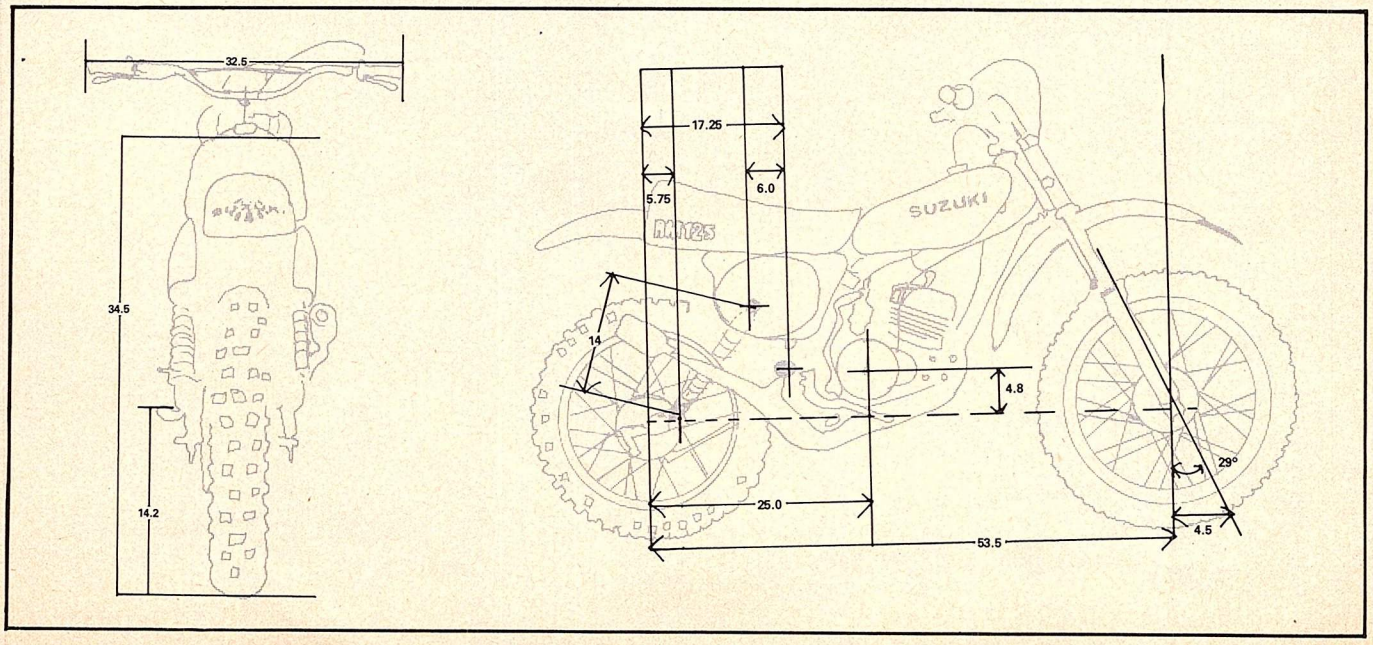
Front	Hydraulic slider
Rear	Gas/oil shock, forward mount
Travel, front	7 inches
Travel, rear	7.5 inches

DIMENSIONS

Wheelbase	53.5 inches
Ground Clearance	9.7 inches
Seat Height	34.5 inches
Track Weight	195 pounds
Weight Bias	47/53

CAPACITIES

Fuel	1.4 gallons
Transmission	550cc
Forks	210cc



6
SUZUKI
RM125
41
6

6
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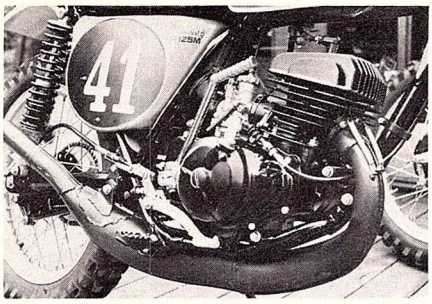
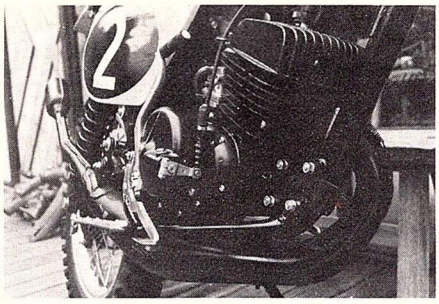
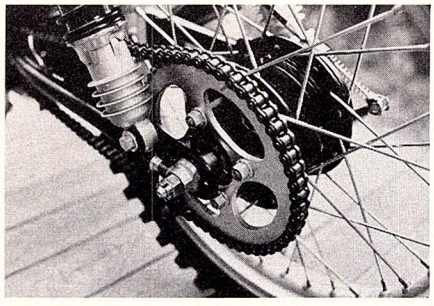
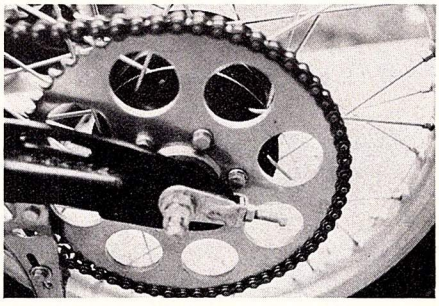


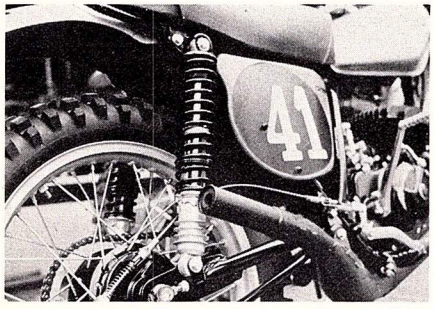


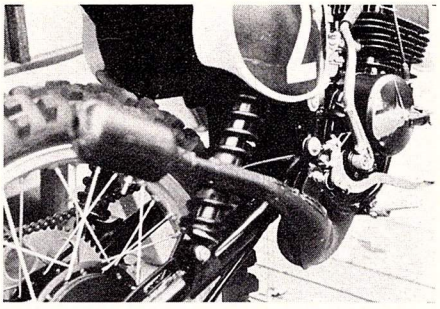
Motors came out about the same. Six-speed Honda pulled stronger, five-speed Suzuki pulled longer.



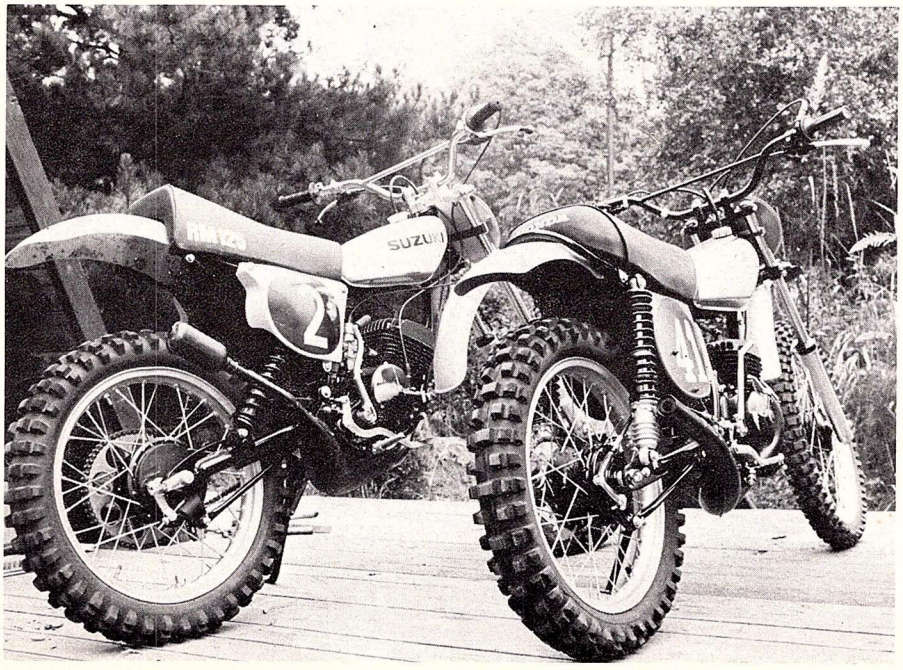


Honda sprocket stays tight this year. Suzuki sprocket finally mounts solid to the hub. Both bikes could use a beefier chain.





This is where the Suzuki smokes the Honda. Honda rear suspension is standard, old-style kick-you-in-the-butt-type. Suzuki offers forward laydown gas/oil shocks and over seven inches of travel. Definitely the deluxe setup.



Paulette gassed the Honda to a second in a women's race. (Photo by Marcia Holley)

and give a little of that "where am I going" feeling when you bounce off a wall.

The Suzuki's lofty proportions, a property that will drive people with short legs to elevate their Full Bores, are due to the retention of the TM frame in the RM design. It wouldn't be too off-base to assume that the cost of designing a whole new frame for the RM was not within the project's budget, so the major portion of the TM frame was retained in production to keep the RM's retail in competition with Honda CRs. Hang seven-inch suspension on a frame that was originally designed for the TS enduro bike and you've got a racer that should come standard with a mounting stool.

That seven-inch suspension is what really puts the Suzuki a notch above the Honda. Riding the RM is

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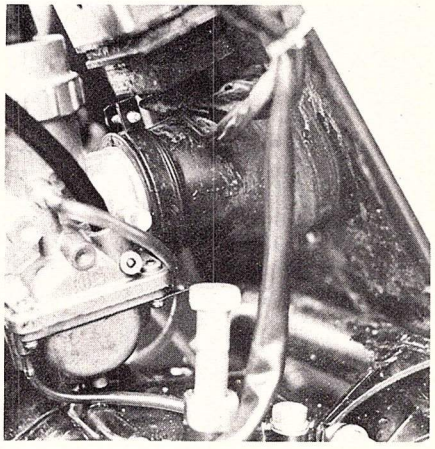


If you put the screw on the carb air hose clamp on top like this on the Suzuki, it will rub through the wires coming out of the CDI black box and short out a million dollars' worth of parts. Also, case castings are from the TS engine and carry a hole for the neutral indicator switch from which pops a rubber cap to let sand into your gearbox. Check out grand prix emergency plug.

PRODUCT EVALUATION

MOTO-X FOX HUSKY FORK KIT

Lackey's been using them on his bike, much to Husky's surprise

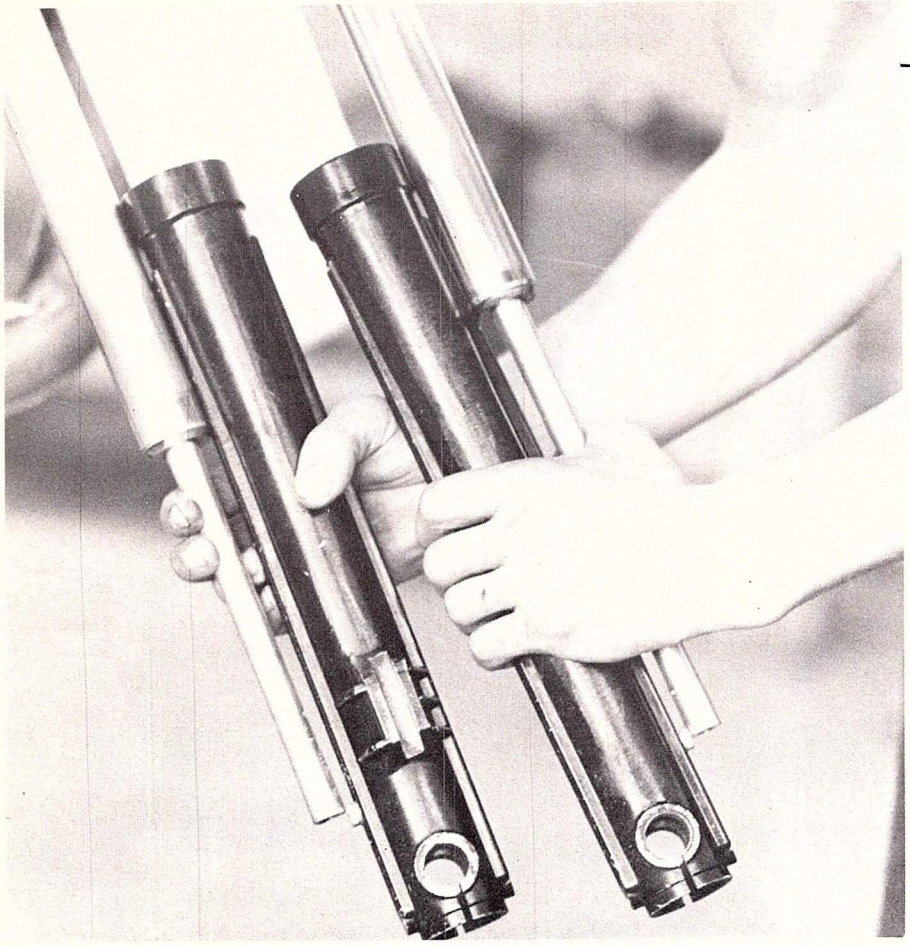
By Gunnar Lindstrom

After all the talk and print about air or gas forks, don't get panicked if you don't have one on your racer — it's not going to revolutionize motocross racing. However, it does offer the expert more adjusting possibilities, but you've got to be knowledgeable, and have lots of time and patience to set it up — not to mention the extra equipment that you will have to get. Stay tuned, and we will give you the whole story.

The fork kit as sent to us from The Moto-X Fox actually accomplishes two things. It increases the travel from 178mm (7 inches) to 222mm (8.75 inches), and it converts the spring fork into a gas fork. We'll be using the term gas fork, although most riders are using air (which is a gas) to suspend the fork. Some of the factory teams are using nitrogen since it doesn't break down the oil as fast, but air works just as well. You'll have to change the oil every third week instead of every fifth week.

Installing the kit is really easy, and detailed instructions are included in the package. When removing the bottom screw from the fork slider, the damper inside the fork is very likely to turn, especially if it has been Loctited in place (which it should be). To take care of this, a Husky shop tool is needed — to put down into the fork and hold the damper from turning. This tool is quite easy to fabricate yourself, but you can also cheat a little here by using a giant screwdriver or the bare handle of a big file and stick it into the centerhole of the damper.

The top-out springs and seal ring off the dampers go into the new setup to make it complete. Everything is installed the way it came apart, except that the longer



We've positioned the dampers at the point they would be attached to the sliders in the fully extended position. The stock damper is at the left and Moto-X Fox at the right. Check how little overlap is left on the kit damper.

dampers replace the stock ones.

A circlip is supposed to hold the seal ring in place. We had some difficulty in understanding the function of this circlip, but on the other hand, it does not do any harm either if the top-out spring has a tight, good fit on the damper.

The instructions call for removal of the top fork wipers to reduce static friction. We would like to suggest replacing them with a pair of good old fork boots. There also has to be more oil in the fork, to make up for the room that the springs used to occupy. It turned out to be about 275cc in each leg for a start. After we put the new fork tops in place (nice machine job), we tried to pump the fork up with our best tire pump. We pumped and pumped. And pumped. No way. Forget it! A pump with a small cylinder and a check valve might be able to do the job, but we don't know of any such pumps yet. An air tank or a compressor is needed to do the job. The volume of air is so small and the pressure is so high that just from putting the pressure gauge on and off as quickly as we could we lost four pounds of pressure. After we finally got the pressure set (at 37

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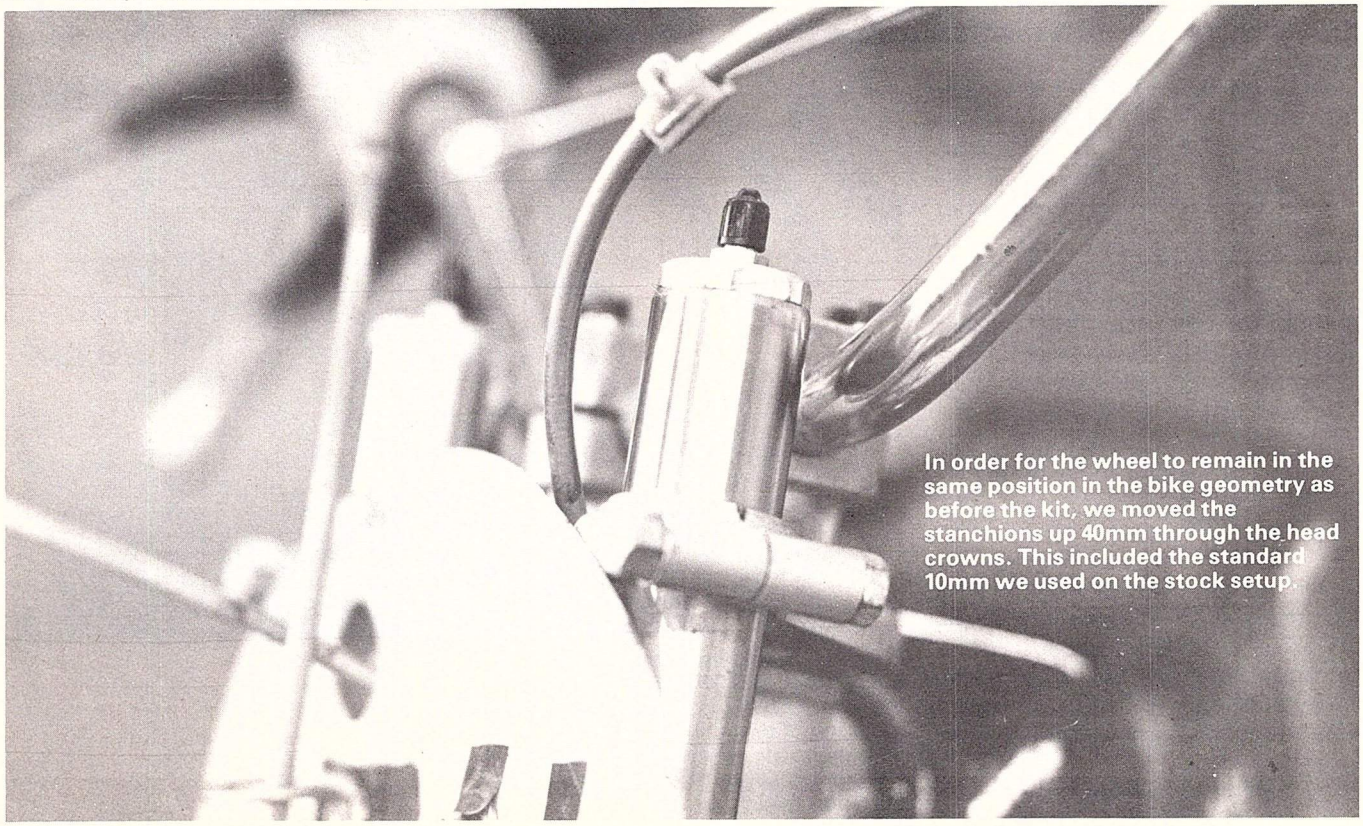
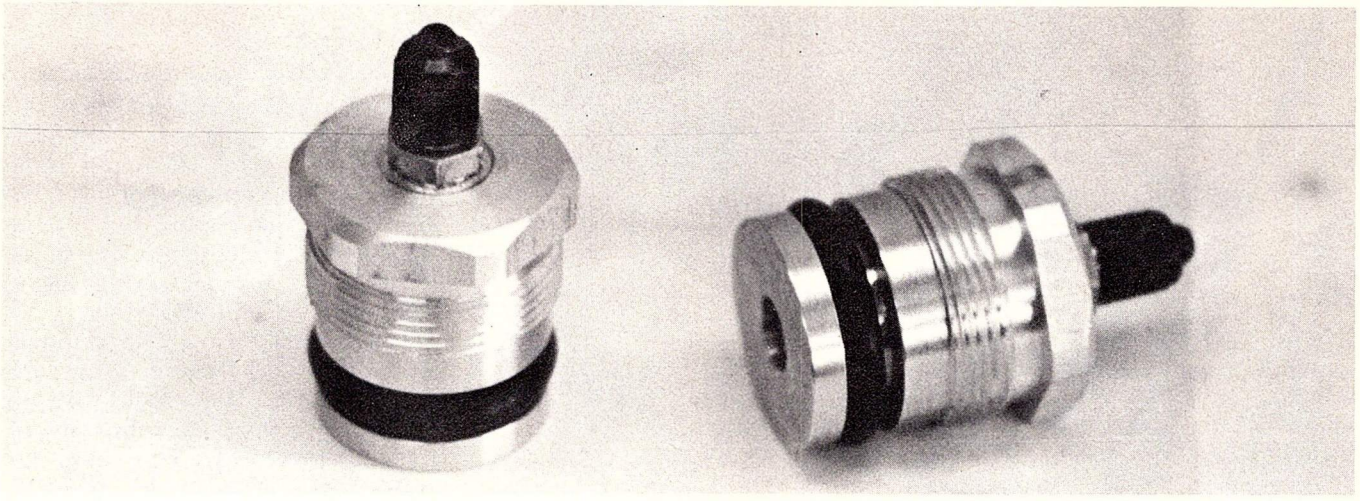


In order for the wheel to remain in the same position in the bike geometry as before the kit, we moved the stanchions up 40mm through the head crowns. This included the standard 10mm we used on the stock setup.



The fork caps were very sanitary and the O-ring seal was heavy-duty.

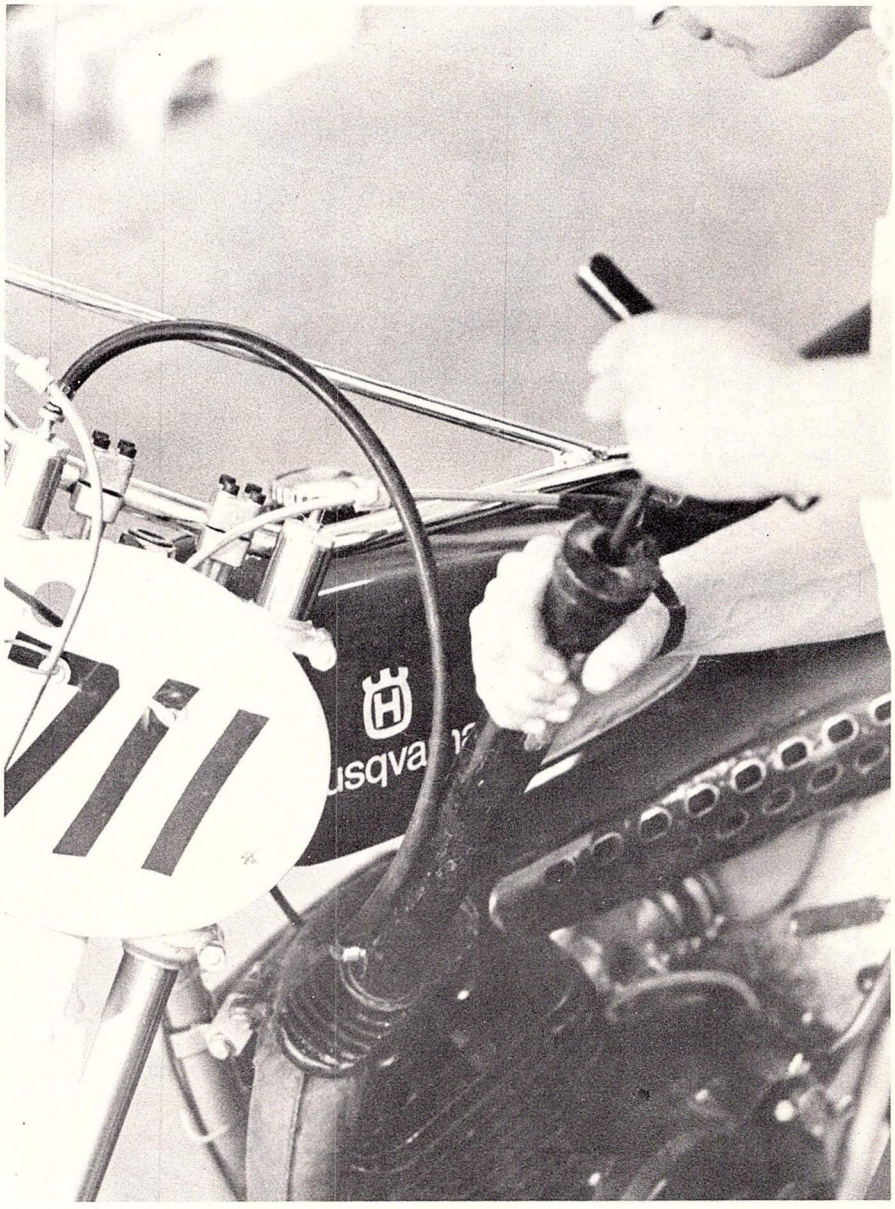
pounds per square inch), we went to do some testing. That's when the problems started.

The fork is extended 44mm further from its original extended position and the overlap is decreased from 113 to 68mm, a 40-percent decrease. This creates both a locking and flexing condition when the forks are fully extended, and the wear increases on the fork slider at a high rate. They flexed so much that just by pushing the bike forward and applying the front brake we could see the top seal open up. We took a picture of it. When they cocked like that, they also locked up solid and wouldn't move. Scared us from riding the bike any further. And this was a new bike that only had been through a magazine test earlier. Plus the Bazzer had not even ridden it yet.

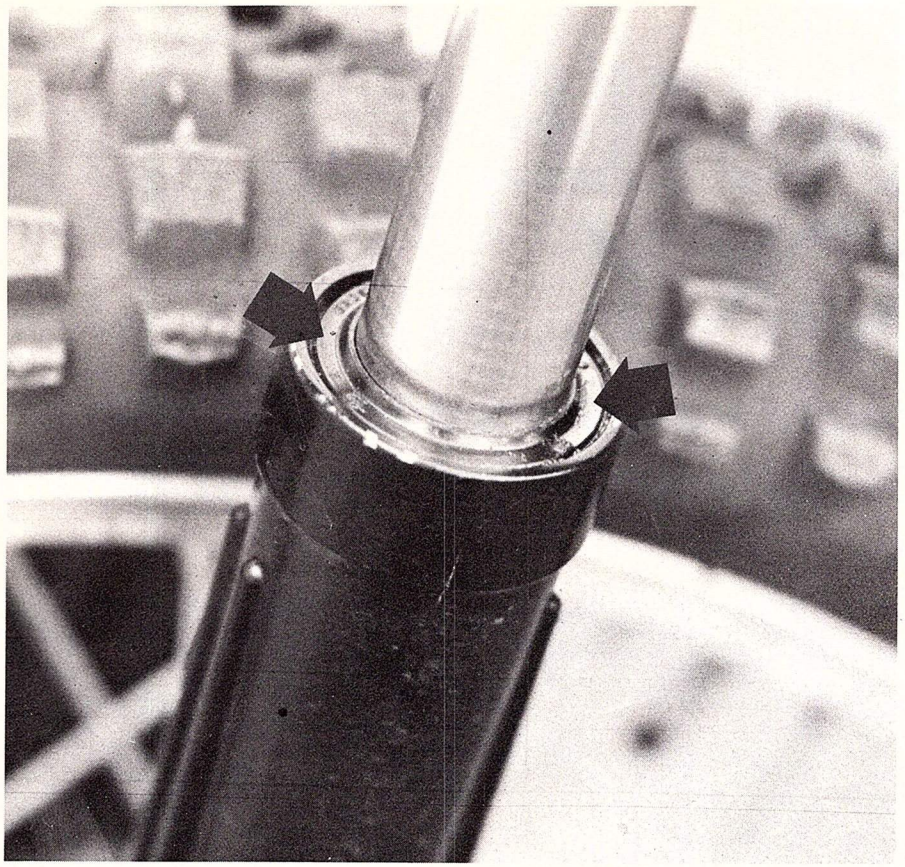
A call to the manufacturer, The Fox, was in order. We got to talk to the "designer" himself, Steve Simon. Problems? No, he hadn't had too many complaints, he said, but sometimes the fork could lock, especially if the fork legs were worn. Steve *recommended* using the *longer* top-out springs from the earlier Husky models, thereby extending the overlap to 78mm (and automatically decreasing the travel to 211mm (8.3 inches). By the way, he was just having some longer top-out springs wound. They should be available when you read this.

We followed his advice and things started to look much better. There was considerably less lock now in the fork at its extended position. This is the way we rode the bike on the track, although we still could feel some slight bind when landing after jumps.

We called up most of the name



A regular hand pump (as shown) doesn't cut it. Later we found a Schwinn bicycle air pump that does a good job. It has a return valve and a little air bottle with a gauge built into it. It'll cost you about $17.95 at your local Schwinn dealer.



Locking the front wheel with the brake and then rocking the bike shows the flex of the downtube in the slider at the seal. This is because of the small surface contact left on the fork leg with the forks in the fully extended position. With the longer topping springs it was much better, and this is recommended.

We talked to Brad Lackey after this article was written and found that he does indeed use the Moto-X Fox kit on his bike. With a little more prying we also learned that his fork tubes are changed frequently because of the excessive wear. This is caused partly by the kit and partly by the use of a silicone fork oil.

riders who are supposed to be using the kit and they confirmed what we've just said. We couldn't get hold of Mr. B. Lackey.

TEST RESULTS

The fork kit gave us a chance to adjust things like "spring" hardness and progressivity. After quite some fiddling we found that 285cc of ten-weight oil and 30 pounds of pressure in each leg suited us fine for the kind of riding we were doing at the time. We felt that the air part of the kit was more of an improvement than the change in dampening and travel was. We don't recommend using the dampers without the long top-out springs. You will increase the wear on the fork sliders. We know for a fact that the Husky factory wants to have at least 100mm overlap (that's how long the steel tubes are into the fork sliders at the most extended position), and here we have only 68 or 79mm, depending on which top-out springs you use. As for using gas (air) forks, we feel that at this time they offer a slight advantage for a lot of trouble. You have to be prepared to buy an air tank (that you fill at the local gas station), and a very good gauge for the frequent pressure checks. And every time you check the pressure you will lose three to five pounds — and so even if it was correct you will have to add air. In order to take advantage of all the adjusting possibilities, you have to be really knowledgeable about suspension and you have to know what you want in the form of suspension and dampening. Not that many have this knowledge.

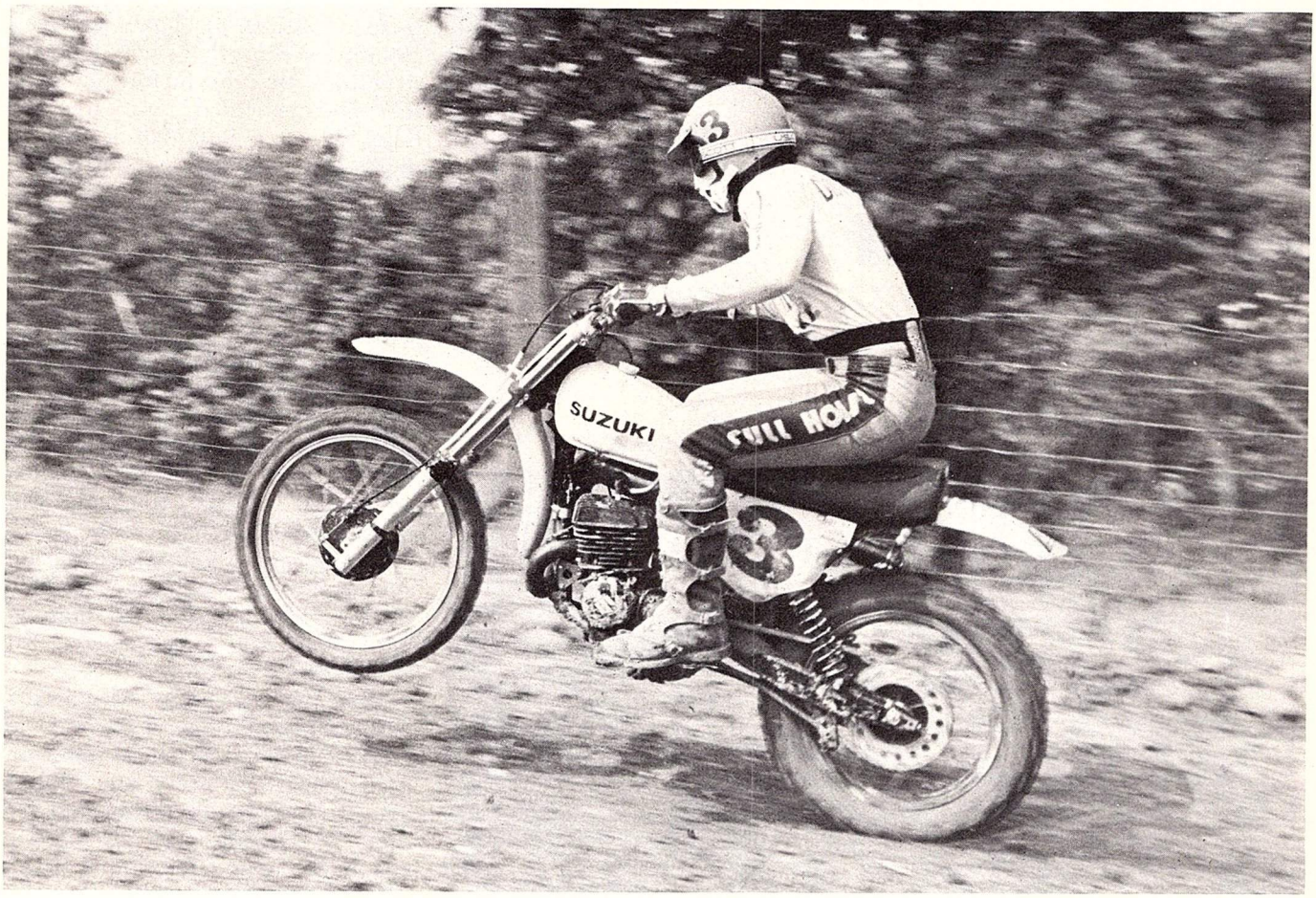
With the suspension the way it is on the Huskys today, I feel that an increase in speed is to be gotten from a completely different area. But if you are heavy into racing and feel that the present forks are holding you back (many do), and you are prepared to pay for something that will put more wear on your scooter, for a complicated advantage, then this kit is for you. And you know what? The Husky fork seals that had been leaking at a slow but steady rate stopped leaking when we put air in the forks. Hurrah . . .

You can find The Moto-X Fox Husky kit at most Husky dealers. If you want more details, write The Moto-X Fox, 520 McGlincy Lane, Unit 10, Campbell, California 95008.

250cc NATIONAL
NEWCASTLE, KENTUCKY

By Jim Gianatsis

Kent Howerton picks up his second National win and a lead in the points with Tony DiStefano lurking in second



It definitely wasn't a track for amateurs. Twisting over the steep hills of northern Kentucky, the 1.5-mile Castle Point Motor Sport Park course proved to be fast and treacherous. Off-camber turns, fifth-gear downhills and deep ruts that only pros could handle. It also had to be one of the best facilities for a National motocross seen in a long time. Organization was perfect, and the completely fenced in 30- to 50-foot-wide track gave the riders room to work.

The need for room to work was vital, because the racing in the 250 National class was fierce. It wasn't until the last few laps of the final of two 45-minute motos that Husqvarna's Kent Howerton charged his way past some mighty impressive competition to put himself into the lead for the first time during the day, and come out on top with the overall. Kent picked off Jimmy Weinert, Billy Grossi and Tony DiStefano during the final minutes of the moto as if they had been racing all day and Kent was just getting started.

"I was feeling tired," Kent claimed afterwards, back in the pits. "But when I pulled up behind Weinert I could see he was even more tired. He was missing his lines and shifts. I went on by him and then caught

Continued

Chris Berg (377) made it a Husky sweep by taking the 500cc Support overall win.

Gaylon Mosier worked his Wheelsmith Maico to seventh overall with a fifth and tenth in the 40-minute-plus two-lap motos.

Mike Hartwig pogoed his Husky off the far end of the start line on his way to a consolation moto win. Despite back problems he ended up with a fourth for the day.

NEWCASTLE, KENTUCKY

Billy and Tony. People said we hit when I passed Tony for the lead, but neither of us felt anything."

This was Kent's second 250 National win of the season. His other win came at the Hangtown Park season opener. He might have done business at Appalachia as well, but two flat tires and a mud-jammed throttle kept him back in the pack. With only two races remaining in the 250 Series and his points lead now firmly established over Tony DiStefano, Kent has to be the odds-on favorite to win the 250 National Championship this year.

PIT SCOOP, PRACTICE AND QUALIFYING

Can-Am's Gary Jones wasn't at Castle Point. His leg, which was broken at Daytona, had to be rebroken by doctors because it hadn't set properly. This meant that after three years, Gary would be unable to retain his National Championship. Rumor had it that papas Don Jones and George Tripes

Continued

"Ride a Maico. You WILL like it!" (Stackable)

After DiStefano wrenched his knee while leading the first moto, his Suzuki teammate "Sugar Bear" Billy Grossi took the win over a fast-closing Kent Howerton.

YESSLER
85

NEWCASTLE, KENTUCKY

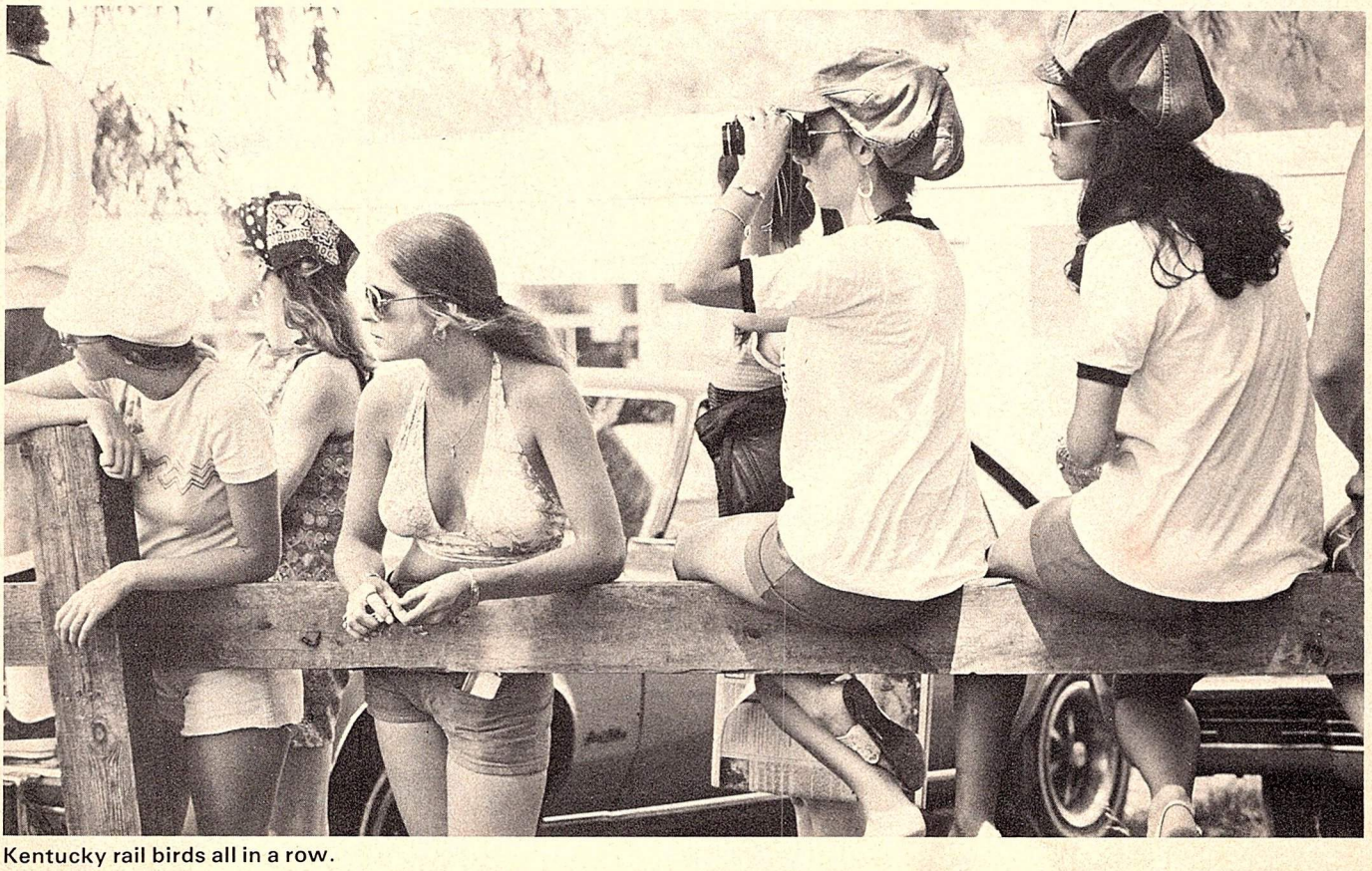
were buying out Cooper/Moto Islo's distributorship for America, and their boys would now have their own brand of bike to race.

Bultaco seems to have reduced their motocross team this year — with Marty Tripes the only fully supported rider, but out of action with a broken collar bone. Ron Pomeroy was nowhere to be seen, and Kenny Zahrt was on hand with a Montesa. Bultaco will need a rider if Tripes does quit.

Most everyone was over in the Suzuki pits checking out Tony and Billy's new 250 GP bikes. The frame and the engines are completely different from their old bikes and are now the same as the bikes being used by the Suzuki Team in Europe. The three other Japanese teams also had new prototype machinery which almost went unnoticed because the changes from the old bikes weren't as visible.

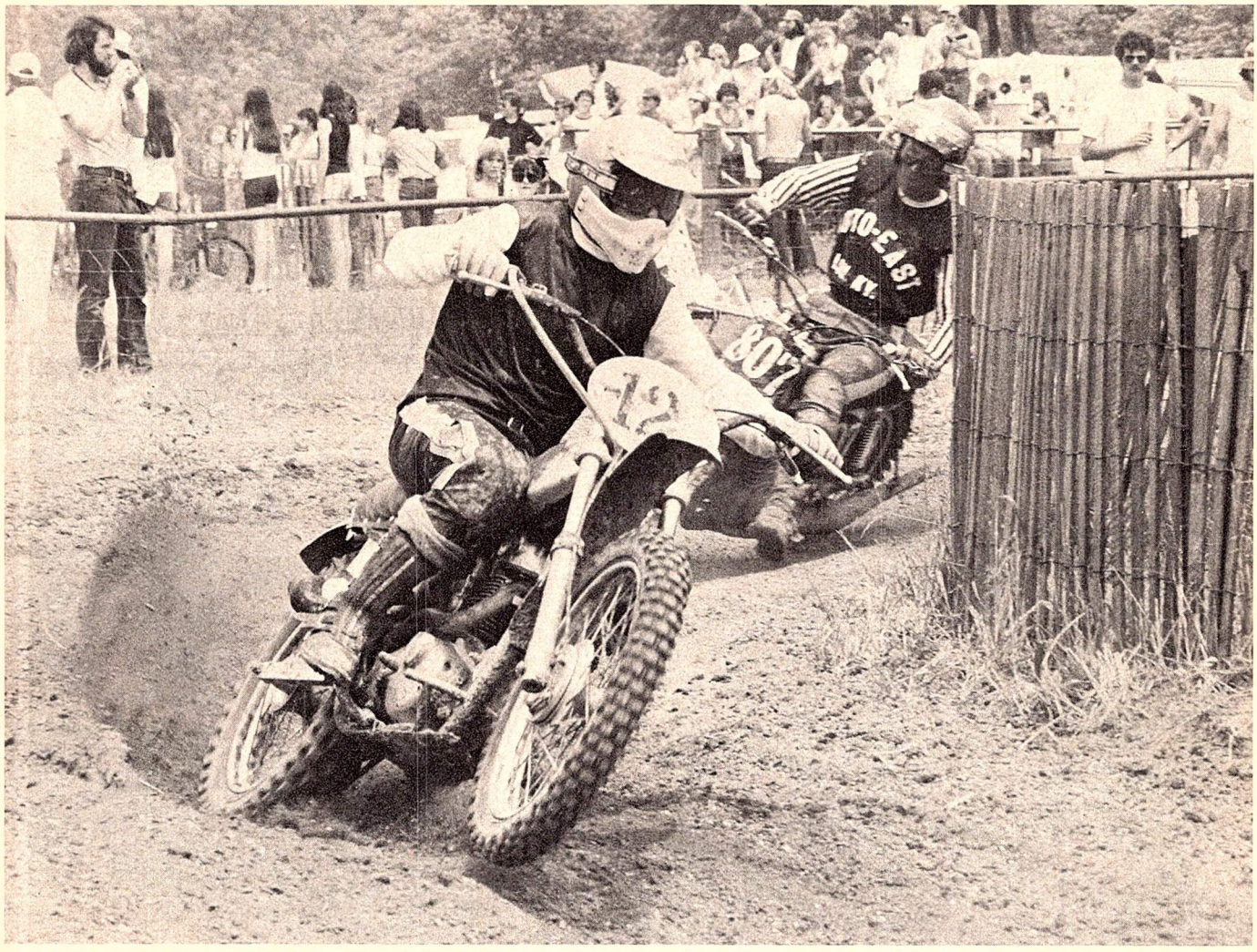
Qualifying motos were run in the

Tony's wrench Keith McCarty had to lock up the bike after he caught Weinert putting white walls on the new RH250.



Kentucky rail birds all in a row.

Dick Mann ran a strong third in the Open Support moto until his timing went haywire on the 400cc BSA thumper and the engine seized.



250 National class to narrow the entries down to just 40 riders. Last year's top 20 riders in the 250 class didn't have to qualify, nor did any rider this year who had enough points to be in the top ten. Many top riders needed to qualify, though, among them Honda's Marty Smith — who ran away with the first ten-minute qualifier ahead of Gary Chaplin and Gary Semics.

The second qualifier proved to be quite a battle between Honda's new team rider Tommy Croft and independents Bruce Baron and Mike Kessler. The three of them spent the entire moto no more than 20 feet apart, with Kessler on a Husky being out front during the last lap. From Farmingdale, New Jersey, Mike Kessler has gotten very quick since the Florida Winter-AM Series at the beginning of the year.

Mike Hartwig was in the second qualifier, but was unable to go more

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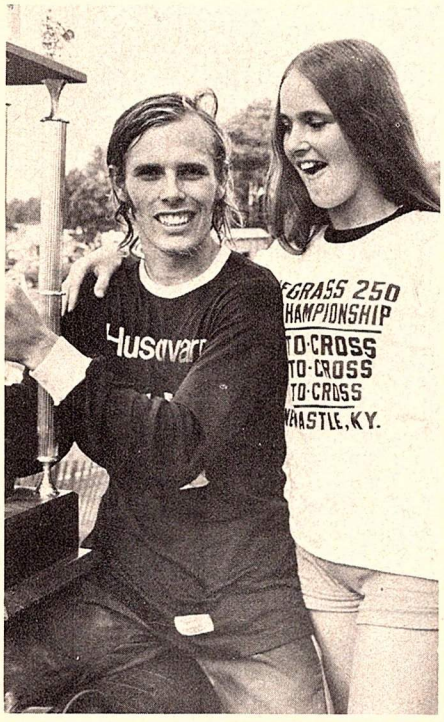


Yummy, yummy!

RESULTS

THE BLUE GRASS 250cc NATIONAL MOTOCROSS CHAMPIONSHIP CASTLE POINT, KENTUCKY

250cc National Class

1.	Kent Howerton (2-1)	Hus
2.	Billy Grossi (1-3)	Suz
3.	Tony DiStefano (6-2)	Suz
4.	Mike Hartwig (7-4)	Hus
5.	Jim Weinert (3-8)	Yam
6.	Mike Runyard (8-6)	C-A
7.	Gaylon Mosier (5-10)	Mai
8.	Marty Smith (4-11)	Hon
9.	John Savitski (12-7)	Bul
10.	Gary Semics (18-9)	Kaw
11.	Ken Zahrt (15-12)	Mon
12.	Sonny DeFeo (13-15)	Mai
13.	Jim Turner (17-13)	Bul
14.	Bob Harris (14-16)	CZ
15.	Gary Wise (19-14)	Kaw
16.	Mike Kessler (9-25)	Hus
17.	Denny Ashworth (20-17)	Bul
18.	Johnny James (21-19)	Bul
19.	Bruce Baron (16-26)	Yam
20.	John Ayers (23-21)	Hus

500cc Support Class

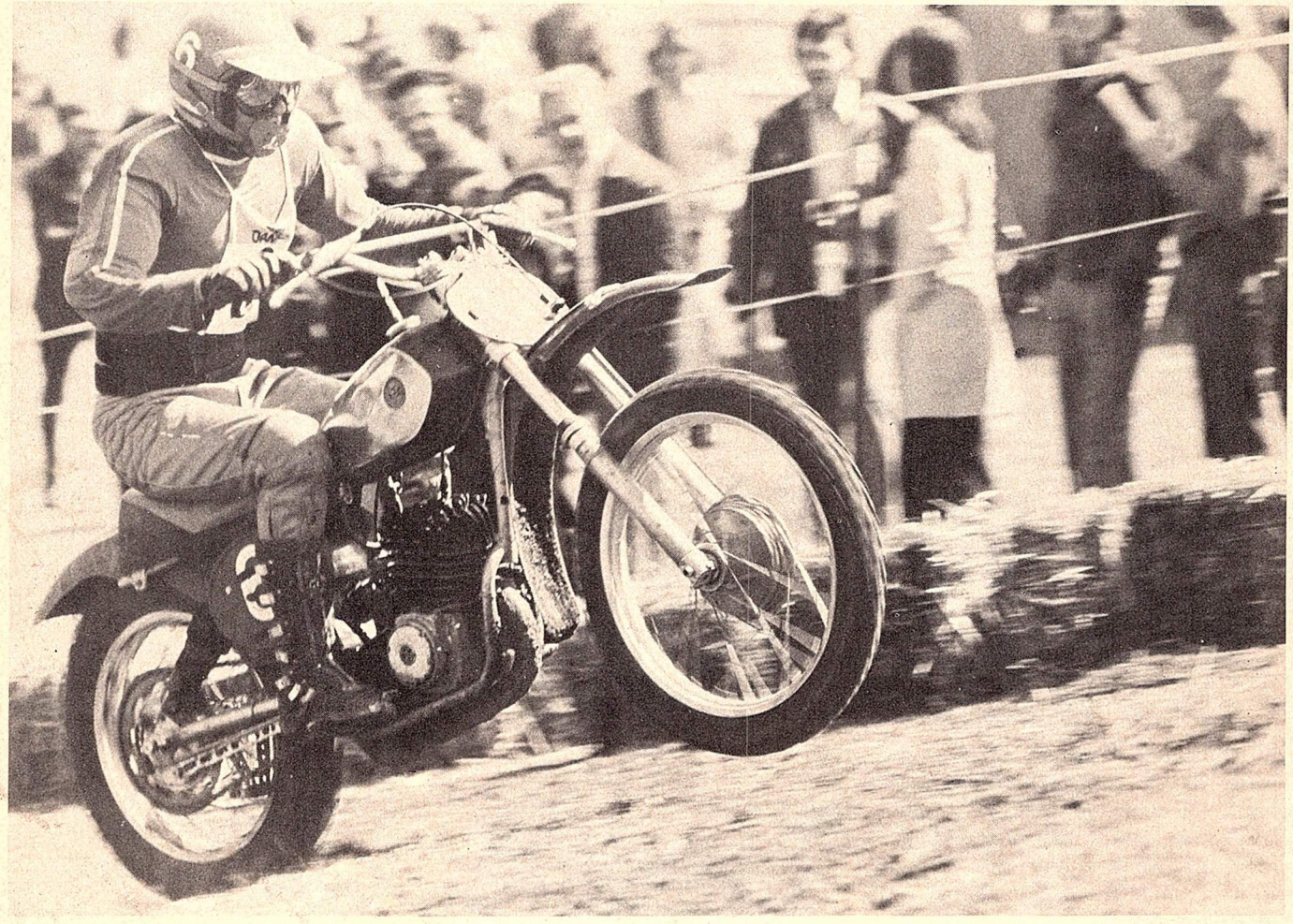
1.	Chris Berg (2-2)	Hus
2.	Brian Merritt (4-1)	Kaw
3.	Ricky Kidd (3-4)	Mai
4.	Mike McIntosh (6-5)	Yam
5.	John Stone (10-3)	Mai
6.	David Byrd (9-6)	CZ
7.	Tony Irwin (5-11)	Bul
8.	Robert Meyers (14-7)	Yam
9.	Mark Johnson (12-9)	Hus
10.	Hayworth Jones (18-17)	Yam

250 GRAND PRIX

By David Maltais

SITTENDORF, AUSTRIA

Falta takes two, Robert gets second, Willi Bauer moves into points lead



Jaroslav Falta and his potent CZ were an unbeatable combination.

Jaroslav Falta, the ace CZ pilot who blasted his way to a second-place finish in last season's quarter-liter MX World Championship, only six points behind Russian KTM works rider Guenady Moiseev, returned this season with the fire and desire to try to nail down the 250 title that was so close to being his.

The standings leading into this second round — after the first round in Spain — had Everts and Bauer tied for first with 22 points and Falta in third with nine points. Joel

Continued

Willi Bauer took over the 250 World title chase on points with a strong second overall at Sittendorf.

Ihr idealer Partner
für Freizeit und Sport
12
12
MOTO
RMC Sonntag,
Staatsmeiste
HARTBERG
Autohaus K
CITR

SITTENDORF, AUSTRIA

Robert, getting more serious than he has in a couple of years, was in fourth with seven points.

Moiseev, the reigning World Champion, is not in action yet because of a broken arm suffered in a race earlier in the year in Russia.

Willi Bauer and Adolf Weil, once Maico teammates, are contesting in the 250 class this year. Weil is still with Maico and Bauer has a new contract with Suzuki with his factory teammate Joel Robert. A funny thing about Maico is that they now have all their eggs in one basket — with Maisch and Weil in the 250 and no one contesting the 500 class.

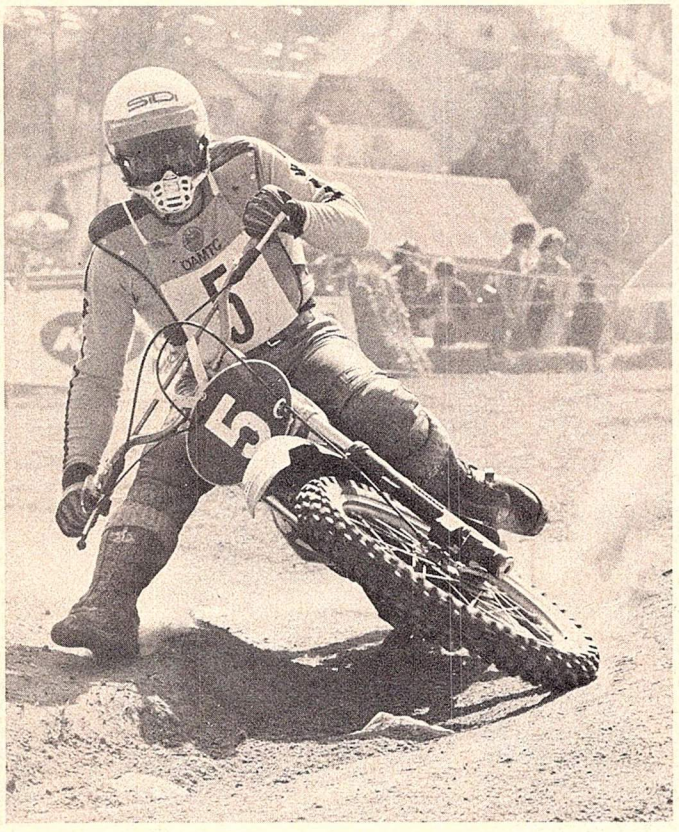
Otto Maisch, papa director at Maico and uncle of Hans, was at Sittendorf, his first time at an MX race. Wouldn't you know that the Maicos would act up at this time? Adolf's bike broke the gear selector plate in practice and that had to be shaped. Hans' forks weren't doing their thing and had to be switched.

The Sittendorf circuit, just a little way from Vienna, is a hairy, steep mutha that is off-camber 90-percent of the way around. You are hanging 90 degrees away from the handlebars or have to be sitting way back to keep from getting flipped over the bars on the steep downhills, one of which is about 100 meters straight down. It's a hard, slick, rocky

Continued

Falta (6) literally leaped to the second moto lead never to be headed.

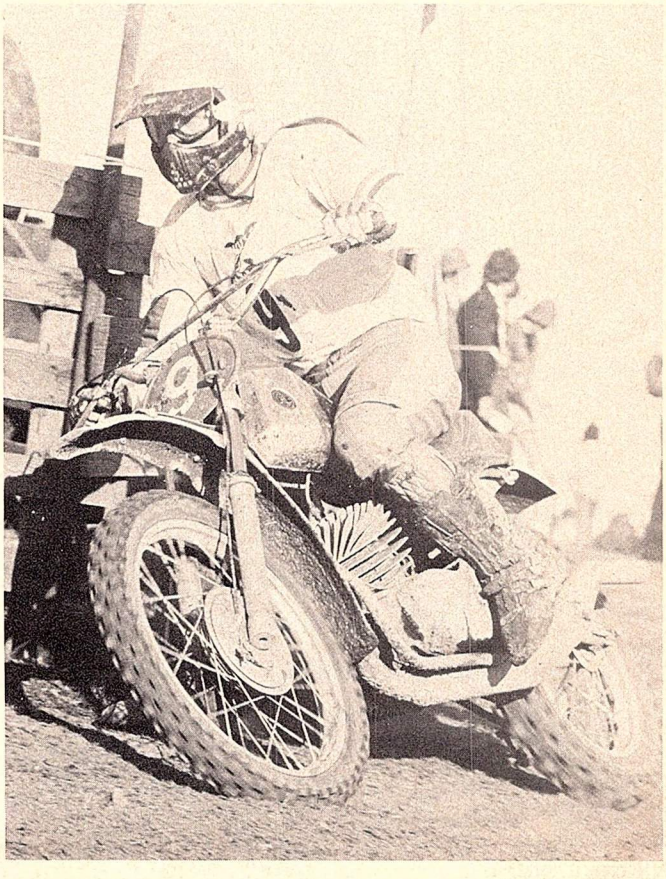
Everts' troubled second moto cost him valuable points in his quest for the 250 championship. He still finished a respectable sixth overall on his strong third in the first moto.



Falta's teammate Otto Hamersmid gave CZ three places in the first ten with his fourth for the day. Velky, the other Czech CZ rider, was eighth.

Joel Robert was the surprise of the Austrian GP with his two strong motos for a second overall and a solid fourth in the 250 standings.

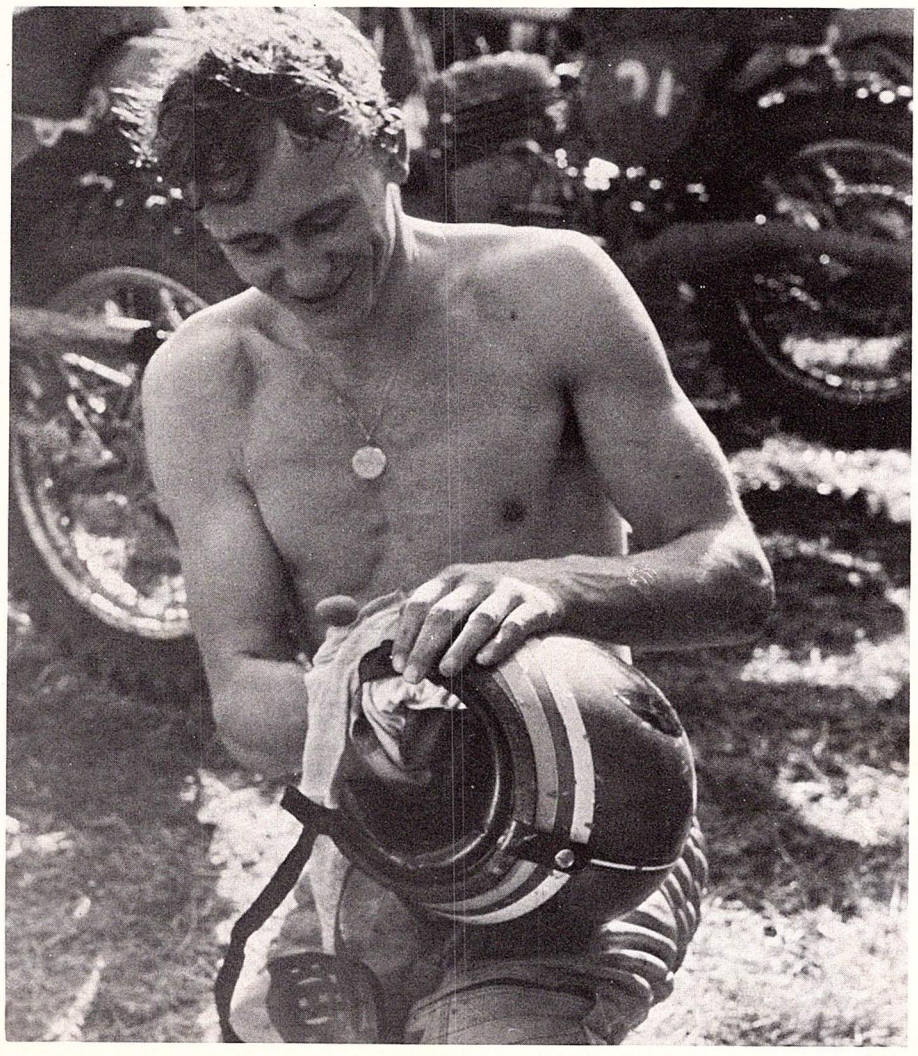
Hans Maisch is contesting the 250 World Championship rounds with Weil, leaving Maico without an Open class challenger.



24
Kawasaki

SITTENDORF, AUSTRIA

Otto Maisch, Maico's factory head, attended his first GP motocross. His nephew Hans took a seventh for the day while Weil (left) suffered mechanically to a ninth.



The hot young Czech rider, Falta, is understandably happy with his new CZ.

terrain, too narrow to get around the guy ahead in quite a few places, and banzaiing it to out-brake the guy next to you in many places will send you off the side of a beeeg drop-off or crashing into a snow fence. To get around the course on foot it helps if you're part mountain goat. Don't ask me how these guys can keep their bikes on the course. It's that tough.

The key to winning in Austria is getting a good start. Nail down the first turn and keep it as wide open as you dare, and unless you crash or your bike explodes the checkered flag is yours.

Suspension was critical. Most of the factory teams had two bikes for each rider, set up with different suspension on each. Maico used only one bike each for Weil and Maisch and they used special, trick gas Konis. Everyone else varied from Girlings to Konis, Bilsteins, Marzocchis and Betors. Ceriani, Marzocchi and special factory forks were up front.

FIRST MOTO

Qualifying found Falta with fast time for the day. He showed it was no fluke by running away with both motos from wire to wire. In the first 40-minute-plus two-lap moto he was challenged by Puch works rider Harry Everts. He had a six-second lead at lap six with Joel Robert moving past Hakan Andersson into third, hot after his former protege Everts. From laps eight to ten Robert cut Everts' lead down from

Cont'd. on page 66

RESULTS
250 AUSTRIAN GRAND PRIX

1.	Jaroslav Falta (1/1)	CZ
2.	Joel Robert (2/3)	Suzuki
3.	Willi Bauer (5/2)	Suzuki
4.	Otto Hamersmid (4/4)	CZ
5.	Jim Pomeroy (6/5)	Bultaco
6.	Harry Everts (3/14)	Puch
7.	Hans Maisch (0/4)	Maico
8.	Zdenek Velky (0/7)	CZ
9.	Adolf Weil (10/8)	Maico
10.	Torleif Hansen (7/30)	Kawasaki
11.	Vic Allan (8/0)	Bultaco
12.	D. Pean (9/19)	Maico
13.	Hakan Andersson (0/9)	Yamaha
14.	E. Rybaltchenko (23/10)	CZ

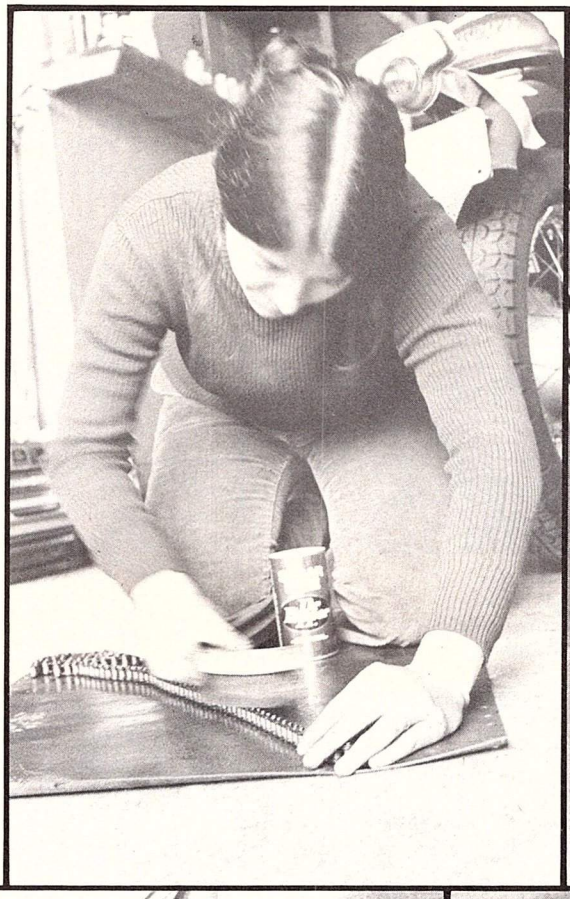
250 WORLD STANDINGS
AFTER TWO EVENTS

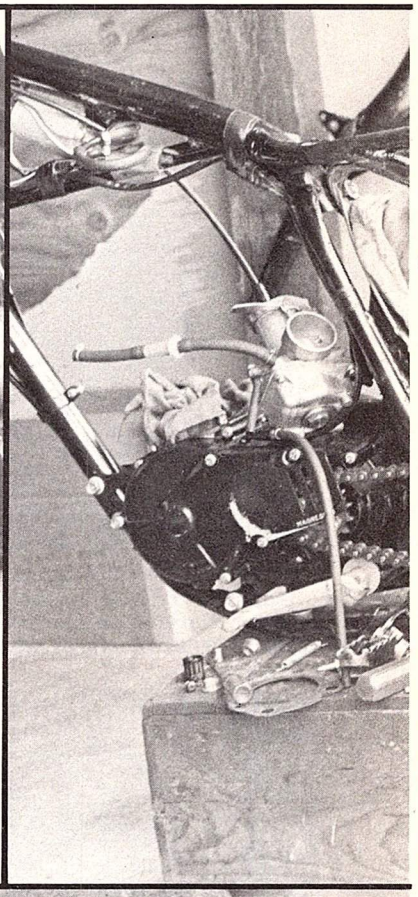
1.	Willi Bauer (Suzuki)	40
2.	Jaroslav Falta (CZ)	39
3.	Harry Everts (Puch)	32
4.	Joel Robert (Suzuki)	29
5.	Adolf Weil (Maico)	19
6.	Hakan Andersson (Yamaha)	17
7.	Hans Maisch (Maico)	14
8.	Otto Hamersmid (CZ)	13
9.	Torleif Hansen (Kawasaki)	12
10.	Jim Pomeroy (Bultaco)	11

ADJUST YOUR CHAIN

Because of all this long travel rear suspension business, chain adjustment has become a fine art. Since the swingarm and rear wheel are moving a lot more, the chain loosens and tightens itself through a much broader range than when rear suspension was only moving three or four inches. Many people feel that because they've modified their bike for long travel, they have to adjust their chains differently. This is not always the case. In fact, the proper way of determining chain adjustment hasn't changed at all. You still find the spot in the swingarm movement where the chain will reach its tightest point and adjust for that point. Since the tightest point occurs on all bikes when both the sprockets and swingarm pivot fall on the same line, our deluxe chain adjustment procedure will work on any bike with any type of suspension. Here's how you do it.

1





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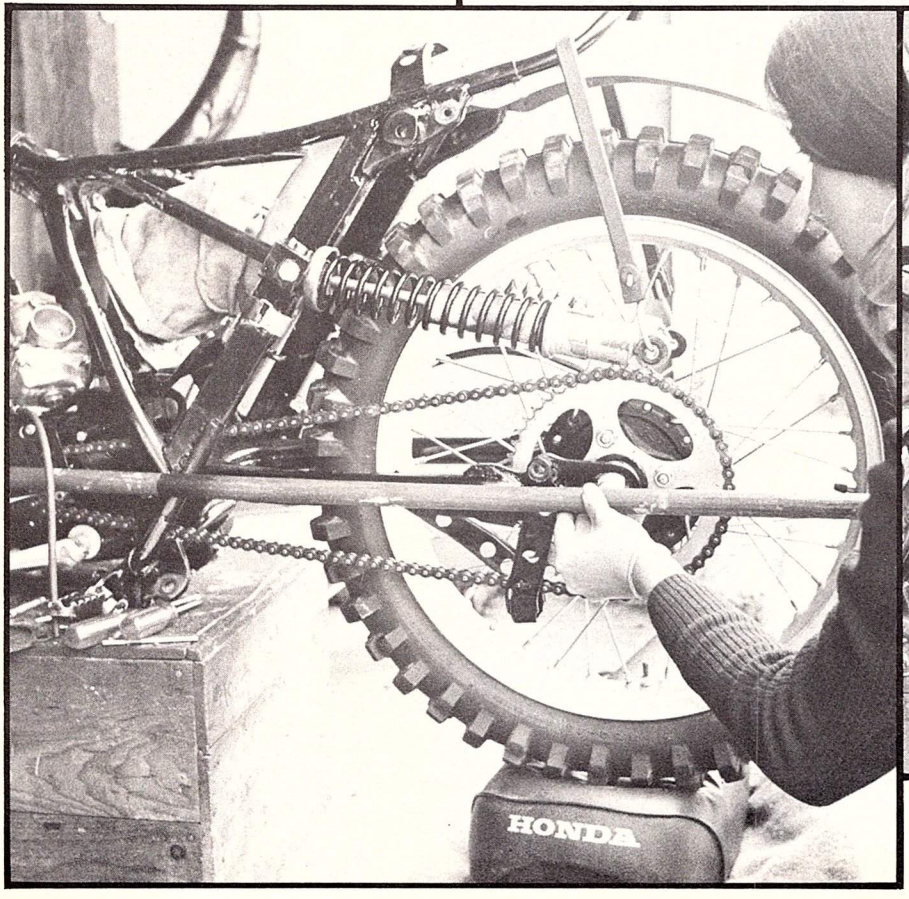
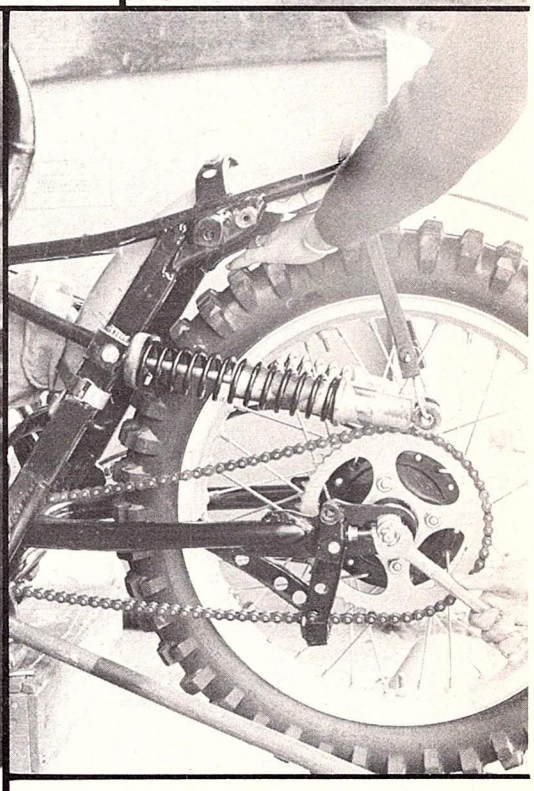
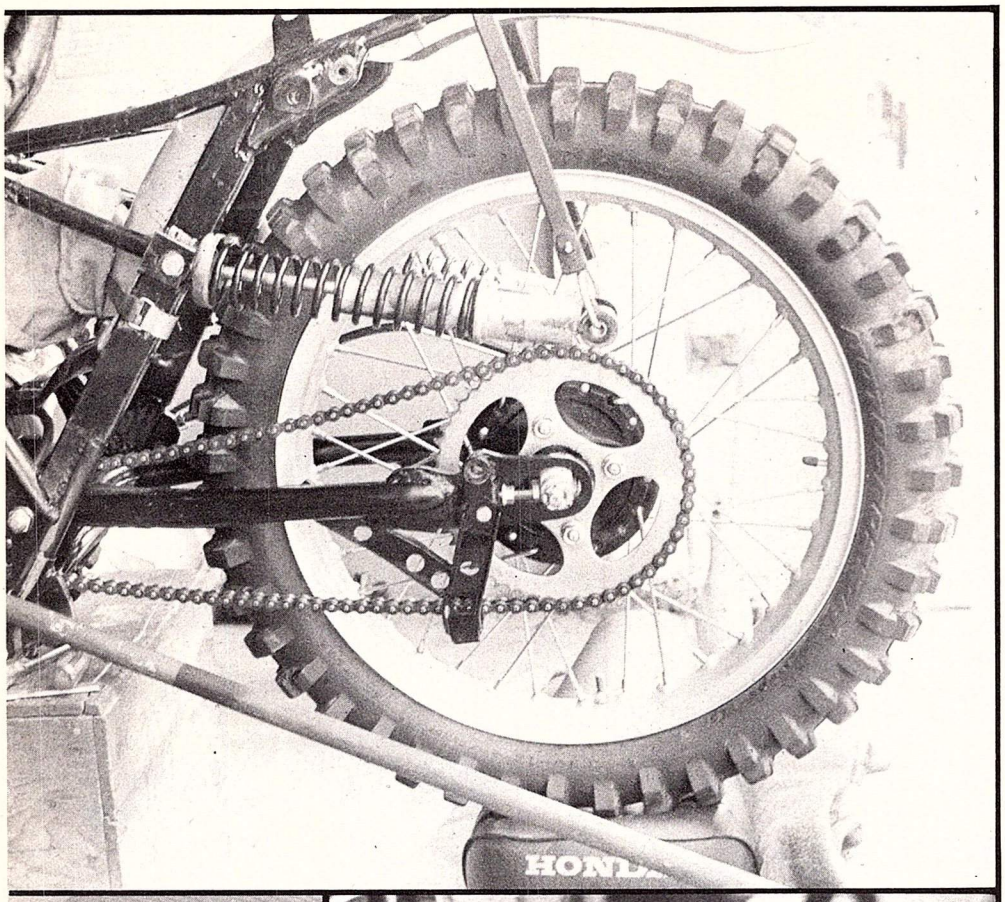




HOW TO

By Paul Boudreau

2



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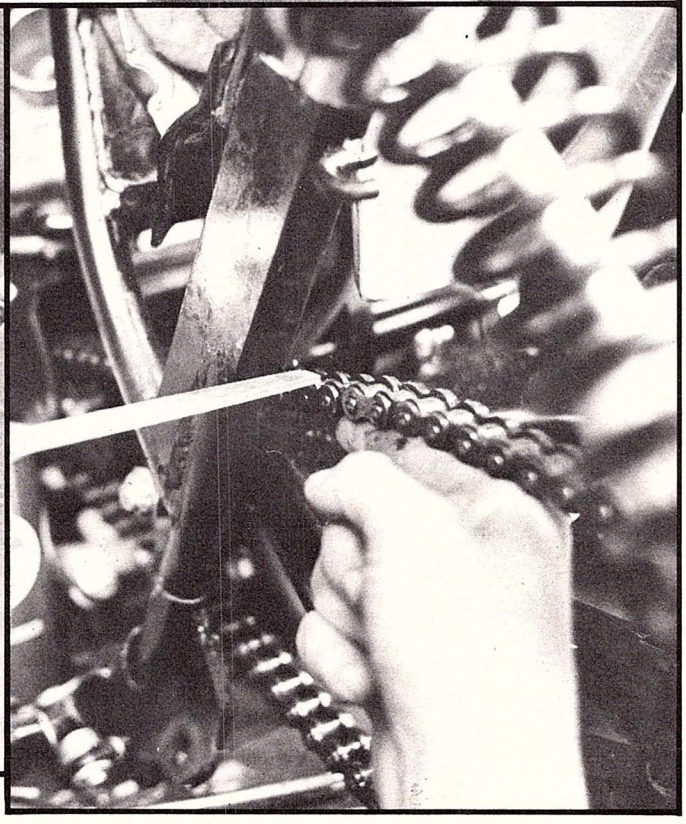


5

This is the way to do it right and get it right every time

1. Just to keep things in perspective, thoroughly clean and lubricate your chain. This means soaking and washing in gasoline, a good brush-down with a wire brush and an hour-long soak in a tub of gear oil, after which you hang it up to dry.

2. Prop your bike up on a stand so the rear wheel is off the ground. Detach the shocks from the swingarm and prop up the rear wheel so the swingarm lines up with the countershaft sprocket.

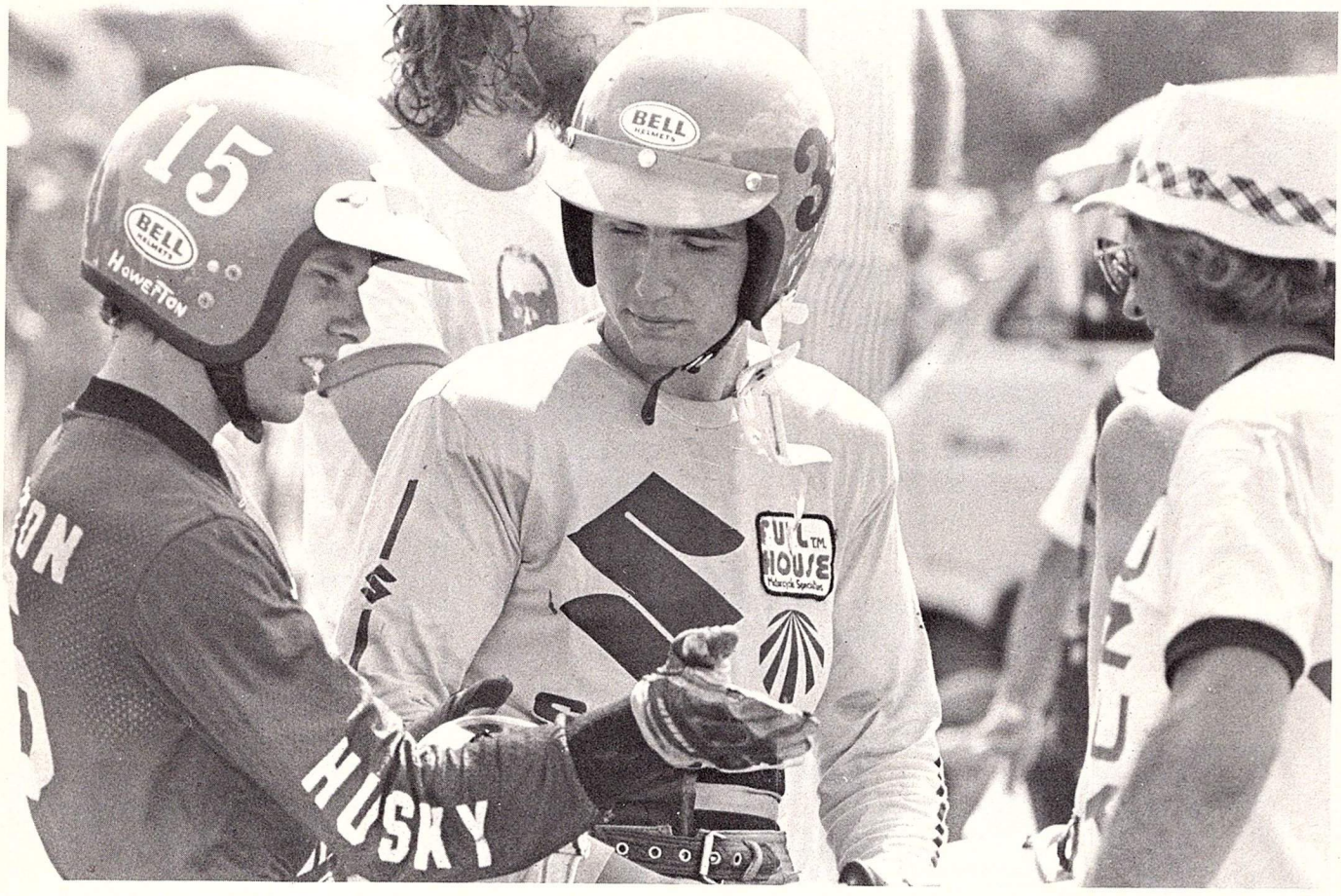
3. Use a straight edge like a yardstick or, in our case, a broom handle to line up the countershaft sprocket, the swingarm pivot and the rear sprocket. This is the point where the chain will be the tightest no matter what the stroke of the suspension is.

4. Adjust the chain at this point so that it is taut. There shouldn't be any slack in the chain, but it shouldn't be putting any abnormal load on the countershaft. Don't make it like a banjo string.

5. Remove the rear wheel prop and replace the shocks. As it stands now with the rear wheel off the ground and the shocks attached, this will be the normal adjustment of the chain. Pick up the slack that is now in the chain with your finger and mark on a frame tube how far the slack goes. Now, under normal conditions when you adjust your chain at the track, you won't have to make any guesses. Just tighten your chain till the slack gets to your mark. Neat, eh?

It was Team Suzuki with first and third in the final National standings after the short five-event series

Pre-race small talk: They're discussing yellow snow or something like that.



250 NATIONAL LAKE WHITNEY, TEXAS

By Pete Szilagyi

Ray Poacher, Kent Howerton's mechanic before he hit the big time, took off his hat and wiped his brow. "Those goddam prunepickers are gonna wilt like lilies today." Prunepickers, of course, are what people east of Arizona and north of Oregon call Californians. The reason they were going to wilt was the heat. Ninety-five degrees in the shade and God knows how hot in the sun. This was the kind of Sunday afternoon motocross best observed from the shade of a large oak tree, but there were a few prunepickers, one Texan and a burly Pennsylvanian who had better things to do. This was the final 250 National at Whitney and there was electricity in that hot Texas air. And a few wilting lilies.

The Number One 250 class plate would be awarded at Whitney and there were two evenly matched riders still in contention: Suzuki's Tony DiStefano and Husky's do-or-die 1975 racing team of Kent Howerton. Tony had the edge in points; all he had to do was finish within three places of Howerton in the overall. But Howerton is a Texan

Continued

One moto to go and still an eternity from Number One.

Soft core porn: Stackable autographs the starter's britches.

Runyard (36), Howerton (15), Mosier (33), Stackable (4), DiStefano (3), Savitski (60). There's only one good line and Tony has it.

LAKE WHITNEY, TEXAS

and much more familiar with the track than Tony. It helps to know the Whitney layout; in most places it's wide, sandy and fast with one good line and a dozen dangerous lines. Also, Howerton's family and his long-time friends were there. He was the crowd's favorite.

Howerton wanted the win badly, but had a comeback just in case Tony hung in there for the Number One plate. "This is only my second year, really my first full year on the tour. Number two isn't bad. Besides, I'm third in points in the 500 class and I've still got a chance there."

DiStefano was less philosophical: "I'm ready. I feel good. I'm ready." Tony, as you may have gathered, has a very businesslike approach when it comes to being a motocross star.

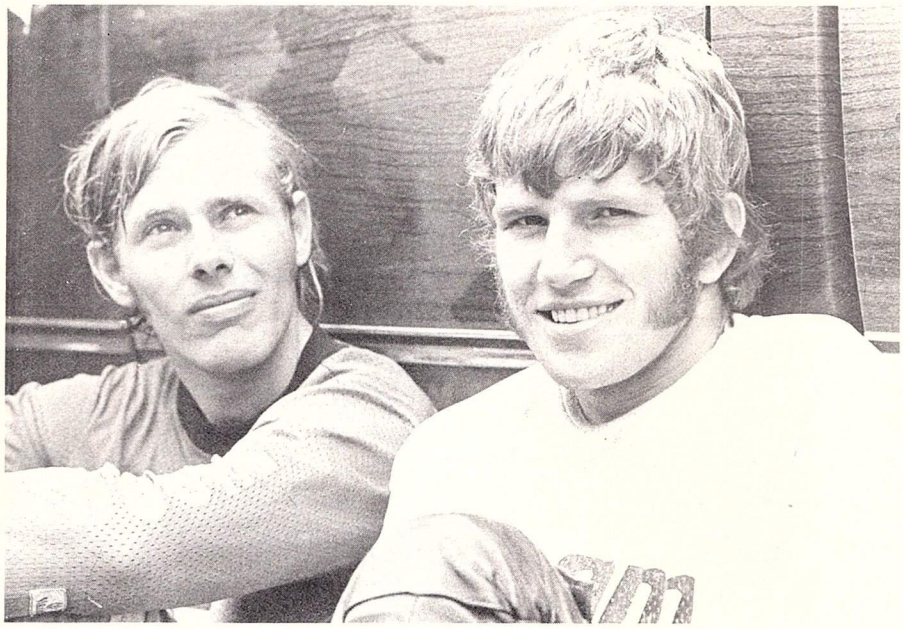
A rider with less resolve than Tony might have found himself in trouble . . . DiStefano crashed in the first turn of the first moto. Fortunately, he was able to get back in the

Continued

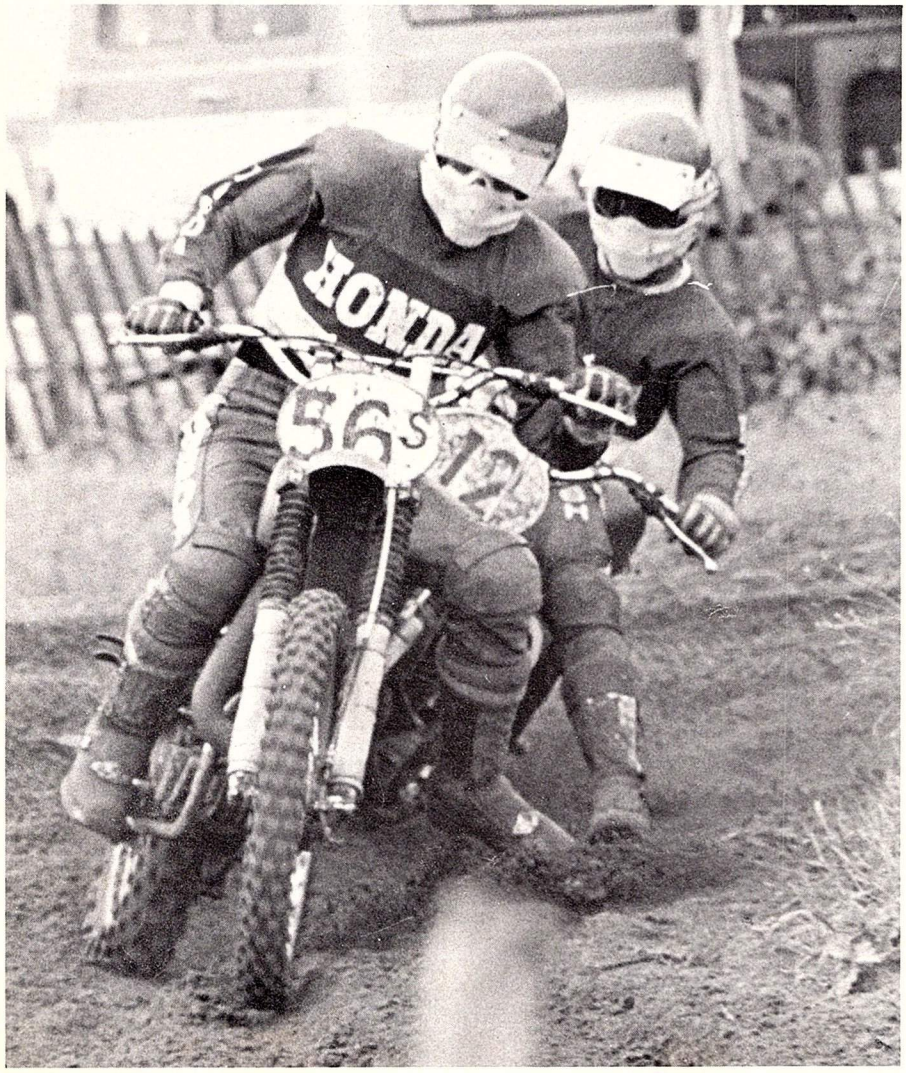
Jimmy jammed until he stuck his foot in a hole.

DiStefano on one shock . . . gingerly.

LAKE WHITNEY, TEXAS



Howerton is off in Disneyland while Ellis poses for a high school yearbook shot.



Croft and Smith finish 12th and 16th respectively. Not too good.

running in eighth place. Even more fortunately, nothing on his bike broke. A DNF meant goodbye Number One.

Steve Wise, Kawasaki's newest rider who was aboard a near-stock bike, shot way into the lead, with Mosier, Hartwig, Howerton, Stackable, Weinert and Kessler bobbing along behind. Before the moto was halfway over, DiStefano had charged through the pack, past everyone — Howerton included, into what seemed to be a comfortable lead. Kent was riding hard, but up until this point didn't look like a man who needed to beat Stef by at least three places. Steve Wise's bike began to run poorly and a bunch of lilies started to wilt. Howerton then made his move and began to pick up several yards on DiStefano each lap. With about five minutes left in the race, Kent jammed past Tony, who was fatigued from the furious come-from-behind riding he was forced to do early in the moto. Howerton had a solid win; DiStefano a well-deserved second — but he would much rather have won it.

The final moto at Whitney is

Cont'd. on page 68

RESULTS
250cc NATIONAL
Lake Whitney, Texas

1. Kent Howerton, Team Husqvarna 1/1
2. Tony DiStefano, Team Suzuki 2/2
3. Bill Grossi, Team Suzuki 6/3
4. Terry Clark, Self/Husqvarna 5/4
5. Mike Runyard, Team Can-Am 7/5
6. Jim Turner, Team Yamaha 9/7
7. Gaylon Mosier, Self/Maico 8/9
8. Chuck Lampe, Sunshine Racing/Maico 11/10
9. Jim Weinert, Team Yamaha 3/19
10. John Savitski, Self/Bultaco 15/8
11. Wayne Boyer, Sosna Cycles/CZ 12/13
12. Tommy Croft, Team Honda 22/6
13. Steve Stackable, Team Maico 4/24
14. John Ayers, Self/Husqvarna 17/12
15. Charles Cooper, Self/Kawasaki 18/18
16. Marty Smith, Team Honda 13/25
17. DeWitt Knox, J. O'Leary's/Yamaha 25/14
18. Stephen Gautreau, Self/Husqvarna 19/22
19. Arlo Englund, Self/Bultaco 14/28
20. Mike Jones, Irving Kaw City/Kawasaki 26/17

500cc SUPPORT CLASS

1. Peter Lamppu, Team CZ 1/1
2. Carl Zortman, Self/Yamaha 4/2
3. Mike Crowley, Self/Bultaco 6/5
4. Jeff Kring, Self/Yamaha 5/9
5. Gary Beam, Self/Maico 10/8
6. Griffin Welch, Self/Maico 13/6
7. Robert Reynolds, Sportcycle Supply/CZ 9/10
8. Bobby Pickard, Self/Penton 17/3
9. Ricky Kidd, Self/Husqvarna 3/18
10. John Burgher, Self/Maico 12/11

AMA 250cc
FINAL POINT STANDINGS

1. Tony DiStefano, Morrisville, PA 570
2. Kent Howerton, San Antonio, TX 540
3. Bill Grossi, Santa Cruz, CA 337
4. Jim Weinert, Mission Viejo, CA 318
5. Jimmy Ellis, Cobalt, CT 235
6. Mike Runyard, Hacienda Heights, CA 220
7. Steve Stackable, Austin, TX 218
8. Marty Smith, San Diego, CA 137
9. Gaylon Mosier, Garden Grove, CA 135
10. John Savitski, Atlas, PA 126

3
SUZUKI

3
SUZUKI

3
SUZUKI

SPECIAL EVENT

THE THIRD ANNUAL CORN-O-CROSS

By Pete Szilagyi

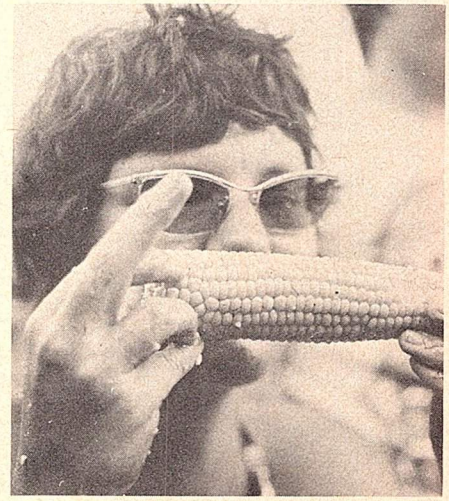
Jammin' Jimmy and Godzilla Gordy.

The Jolly Green Giant couldn't have beaten Gordy Meutz, the Yamaha factory wrench, this year

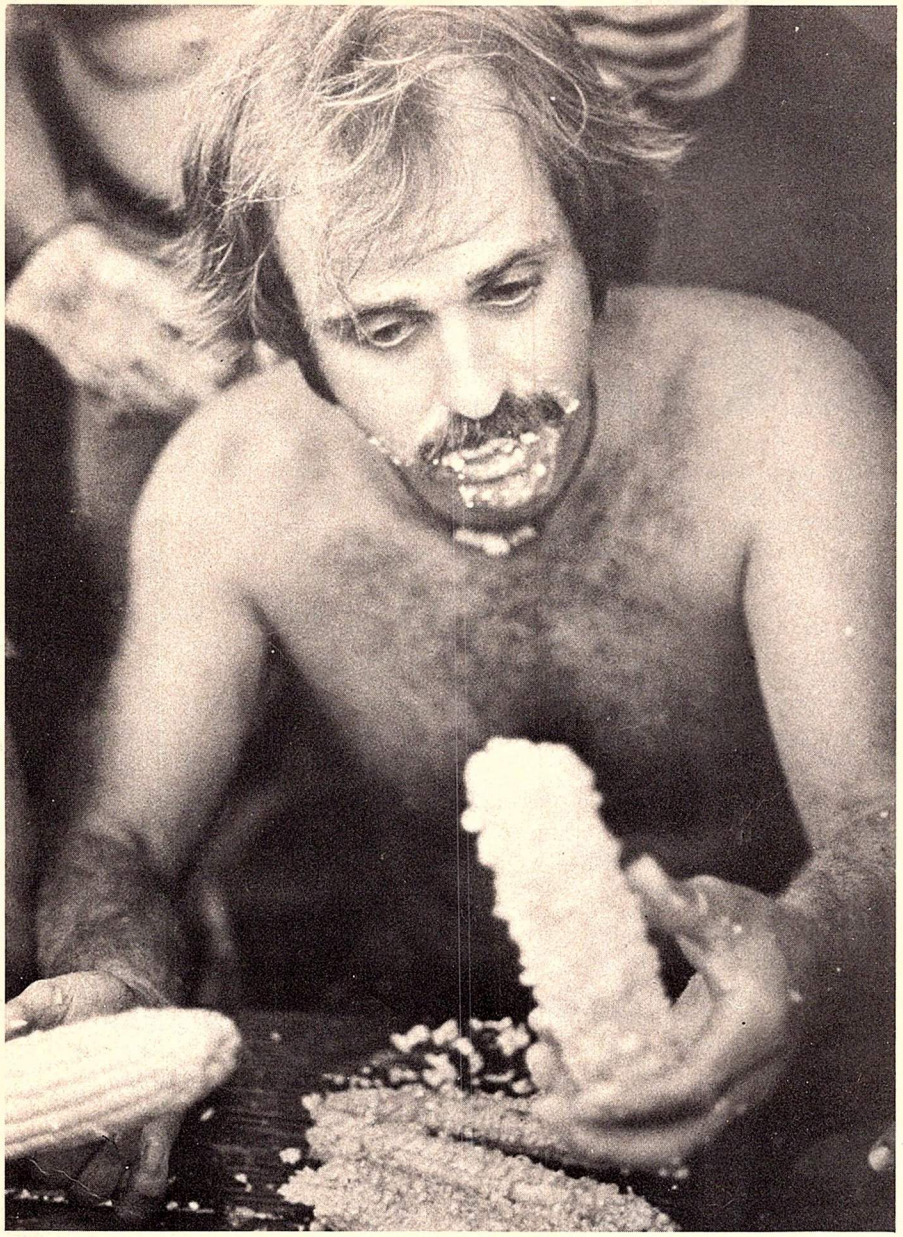
The heat was stifling, some of the corn was still raw and everybody was cheating like crazy, but it was a pretty good third annual Corn-O-Cross. After all, one doesn't go to a Corn-O-Cross to be comfortable or witness good Christian behavior . . . a C-O-C is for eating and watching and laughing. How many ears of corn can they eat in three 20-minute motos?

In years past, the Corn-O-Cross was held in Lockhart, Texas, but the ent was moved to Whitney, Texas, year to jibe with the running of 50 National. The number of entries swelled considerably with the move. Around Lockhart people were wise to the more painful aspects of Corn-O-Crossing, but at Whitney they signed up for the C-O-C with the innocence of babes. The next morning a twitching in their bowels told them what seasoned Corn-O-Crossers already knew.

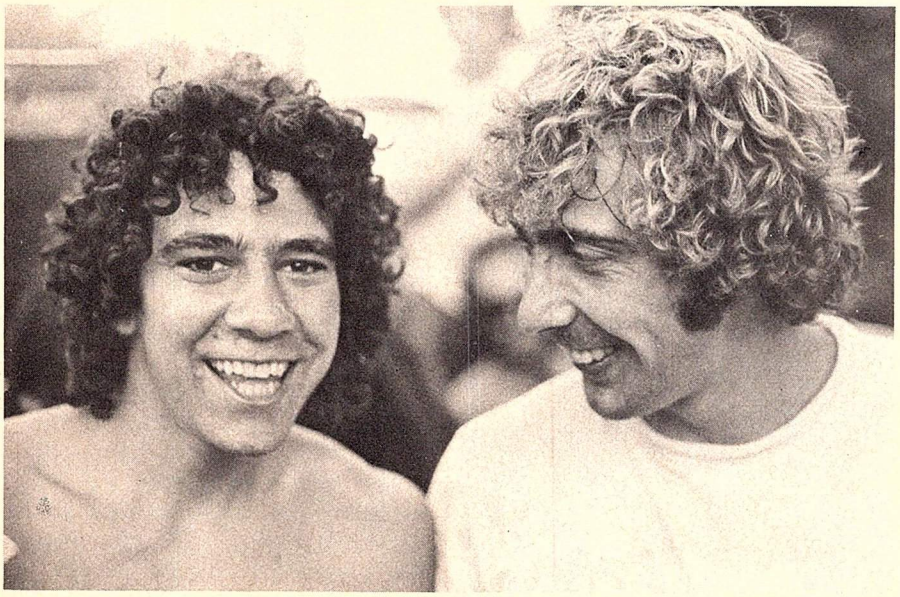
Before a kernel-by-kernel report, here's an update on the rules. Corn-O-Cross is scored like MX; the eater with the most cobbage per moto is the winner. Overall winner is figured on the results of three motos. The unshucked ears are



Genteel Texas Lady; Jugbut Bell comments.



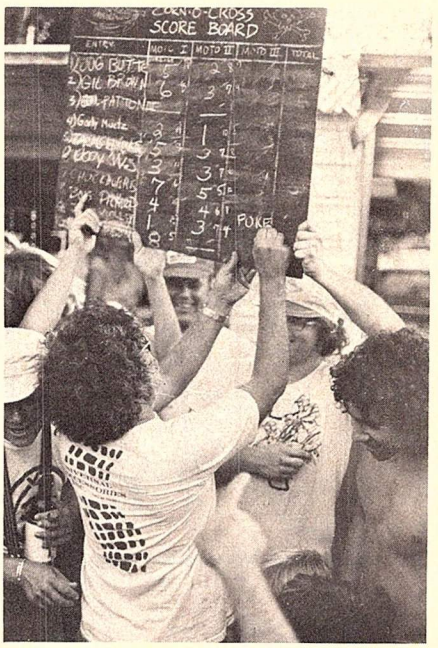
Pain.



It was Grossi's first C-O-C: Weinert tells him how to cheat.

roasted in a giant fire. Each entrant has a squire, who pulls his corn from the fire, shucks and cools it, and installs various condiments according to the preference of his eater. "Squire" is a polite name for a slave. In Corn-O-Cross it is also a polite name for a person who will go to great lengths to supplement his eater's cobbage with ill-gotten ears . . . in other words, a cheater.

Some of the entrants: Gil Brown, formerly of *Cycle* and *Cycle News*, squired by the charming Holly Bell; Claire Jugbut Bell, lone entrant of the female persuasion, squired by Steve Stackable; Gordy Meutz, Yamaha factory wrench, squired by Jim Weinert; Jody Weisel, editor of *Cycle News Central*, squired by Billy Grossi. Many other luminaries were also entered. John Light Brown Lancione (who was Light Yellow Tinged With Green after last year's C-O-C) was referee. Tony MX Cat Bell served as timekeeper with his 5000cc civil war cannon.



Light Brown records Bobby Pickard's disqualification.

Tony's cannon shot began the eating and, concurrently, the cheating. Stackable took a couple of sneak bites out of Jugbut's first ear, and the kinky-headed duo of Weinert and Grossi began their search for stripped cobs to slip their entrants. The few eaters who had honest squires had to do their own cheating. Like spitting mouthfuls of kernels under the table or making big ears into little ears by breaking off pieces and chucking them into

Cont'd on page 71

HONDA RIDER, PIERRE...

is out to win races! Pierre Karsmakers is one of the top AMA riders in professional motocross competition. He knows it takes a well prepared machine to win. Both his Factory Hondas, open and 250 class, are race prepared with Bel-Ray Lubricants. Pierre Karsmakers runs Bel-Ray 2-Cycle Engine Oil – it won't foul plugs and gives optimum power because it burns clean. High speed changing of gears can take its toll, so Pierre's transmission is filled with Bel-Ray Gear Oil – it absorbs heavy shock loads and fights friction. Front forks are filled with Bel-Ray Fork Oil available in 5, 10, 20, 30, 40 and 50 wts. – the right weight for the machine, rider and riding condition. The new rear shocks require a special oil made by Bel-Ray – LT 100, LT 200, LT 300. Bel-Ray Racing Chain Lube keeps the drive chain lubricated and waterproofed throughout long, grueling races. Bel-Ray Grease for wheel bearings and swing arm, and 6 in 1 for cables, make Pierre's Honda "race prepared".

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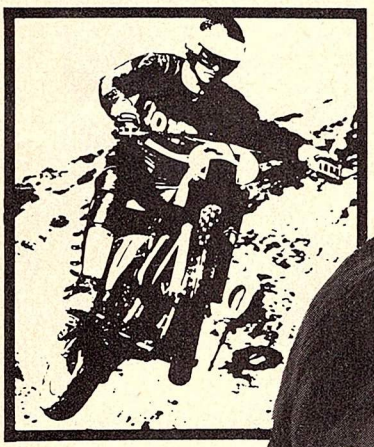

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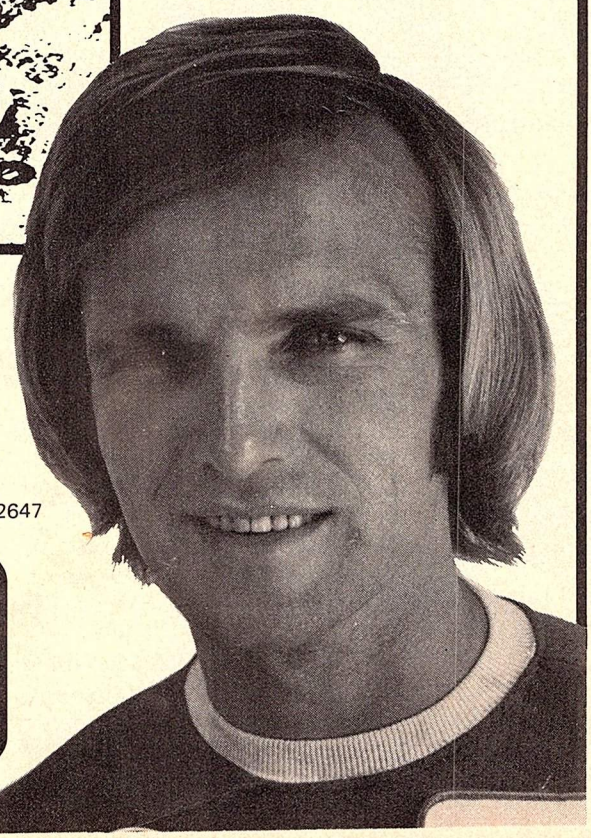

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ON THE MAINJET

Cont'd. from page 5

Trying to confirm Yamaha's position about why their team wasn't represented was very difficult. I called Yamaha and the person I talked to was understandably very defensive because of all the commotion, and more or less told me that it was none of my business. I was threatened with a lawsuit if I quoted him. In all fairness, he was probably upset more about the situation of Yamaha not being represented than I was, but it seemed to be out of his control. I can only speculate as to why they decided not to bring over their riders, and great consideration has to be given to cost. Yamaha has been tightening up because of their financial condition — but another reason is a rivalry between the Yamaha factory distributors of Europe and America. It seems some of the American Yamaha riders who have raced in Europe have not received the same consideration as their European rivals, even though they ride the same brand.

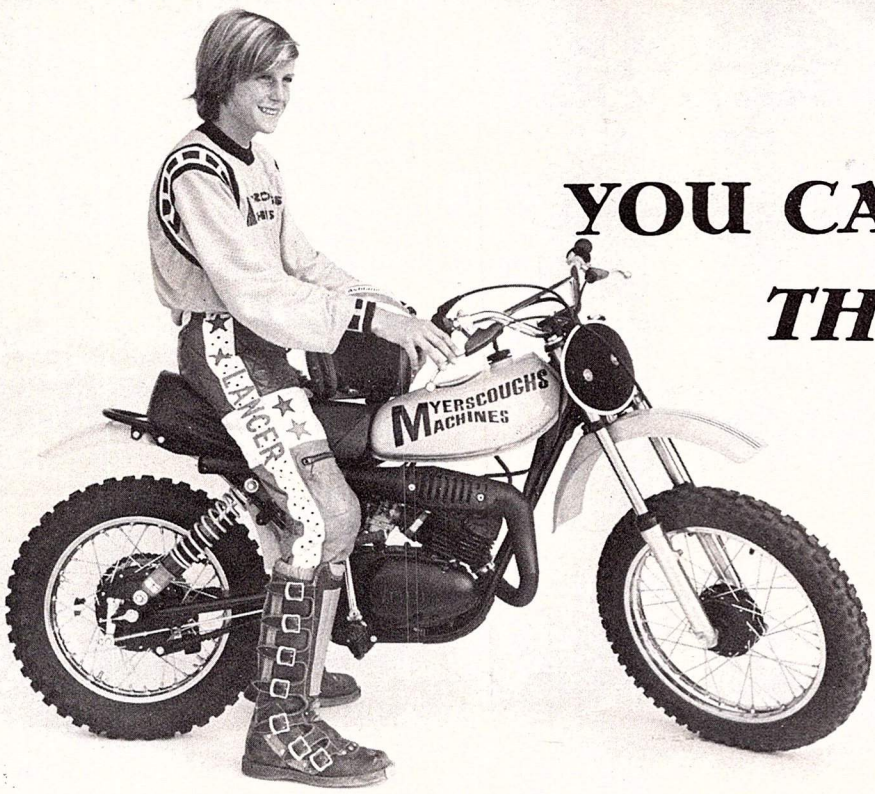
Another rider in the top ten standings who was missing was Husqvarna's Arne Kring. He had been injured prior to the event but some of the people in the know at the race said he was OK to ride. Why he didn't show was *also* a matter of expense.

The 125cc GP in Ohio had 18 foreign riders including the new unofficial World Champion, Suzuki's Gaston Rahier. Most of these riders used the USGP for their first visit to the States as a reason to come. No one showed last year and next year is questionable. Each rider received $150 start money. Some individual bargaining changed this. The win money wouldn't cover half of the expenses of travel.

There must be some alternatives and incentives made to make the whole series of these events as meaningful as the first few.

It seems that a strong rider's organization is in order to shape some of the rider inequities.

People seem to base their opinions of the prestige of an event by the size of the purse or what the winner earns. Winning $2000 for beating the best riders in the world puts motocross in a class with championship turtle racing. The sport and the riders deserve better.



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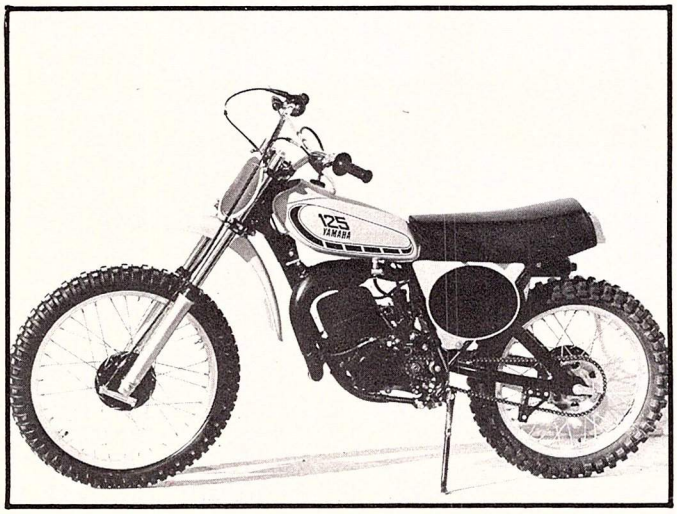

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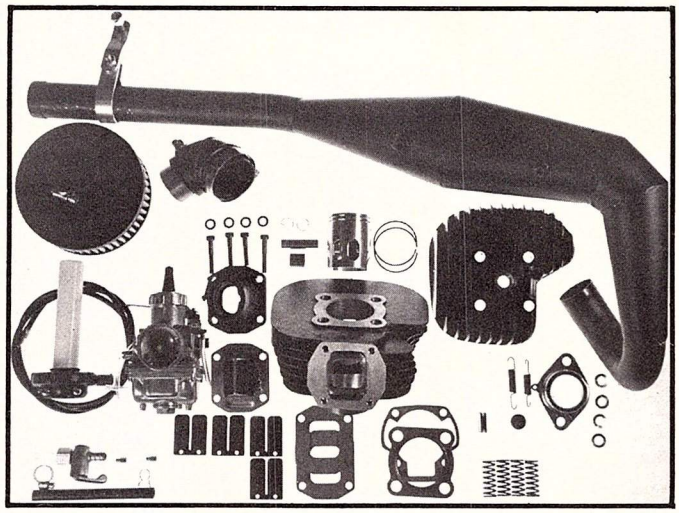

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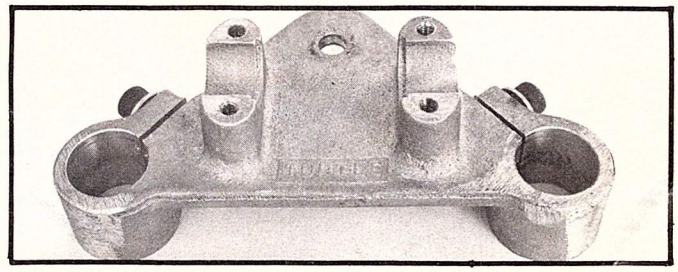

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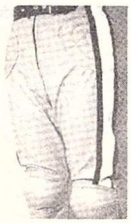
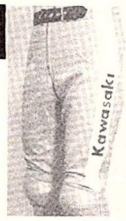


YAMAHA GP PANTS
No. 1014 Tan-Yel w/Wt stripe

KAWASAKI GP PANTS
No. 1015 Kaw Team colors



DeCOSTER GP PANTS
No. 1016 BL w/Yel & Red stripe

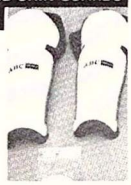
POMEROY GP PANTS
No. 1017 Red, Wt & Blu

JOFA GP PADS
No. 1020 European pads

ABH CHEST PROTECTOR W/PADS
No. 1023

JOFA PADS WITH PROTECTOR
No. 1022 New from JOFA

KNEE AND SHIN GUARDS
No. 1030

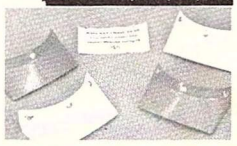


ROGER DeCOSTER BOOTS
No. 1141 Sizes: 6½ to 13
Roger DeCoster designed

GP CHEST PROTECTOR
No. 1150 Bl/Yel
No. 1151 Red/Wt
No. 1152 Blu/Yel

HALLMAN FLIPVISOR
No. 1230
HALLMAN GP ROCK GUARD
No. 1190

HALLMAN CROSS PEAK
No. 1236 Yel, Red, Wt, Blu



TEAM CHEST PROTECTORS

No. 1154 Kaw Team colors
No. 1154-1 Husky colors & logo
No. 1155-1 Maico Blu/Yel
No. 1156 Yamaha colors
No. 1157 Honda Team

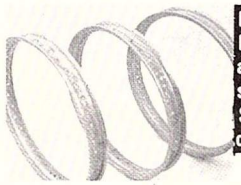
CARRERA MODEL 98 GOGGLES
No. 1204 Goggles
No. 1205 Clear Lens

TEAM RACING JERSEYS

No. 1243 Hus Blu w/Wt
No. 1244 Kaw Lime w/Wt
No. 1245 Hon Red, Blu, Wt

No. 1246 Yam Yel w/Bl
No. 1247 Bul Red w/Wt
No. 1248 Suz Yellow

No. 1249 Maico Red w/Yel
No. 1252-E Yam-Europa Red
No. 1253-P Penton Green



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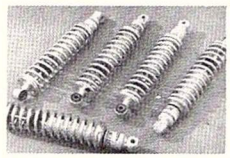
Specify Soft, Med, Hard dampening, length, spring weight, eye size.

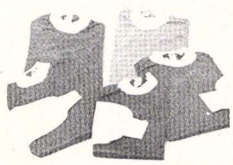
SHOCK SPRINGS FOR GIRLINGS, BOGE, KONI, BILSTEIN
No. 3685 11.9", 12.9", 13.5"
Avail. 80 lbs. to 130 lbs. Specify make, length of shock.



BILSTEIN GAS SHOCKS
No. 3689 11.9", 12.9", 13.5"
Fully assembled. Specify length.

HALLMAN INTER-AM JERSEY
No. 1250-W Blu w/Wt
No. 1251-B Yel w/Bl
No. 1252-Y Red w/Yel
No. 1252-W Red w/Wt
Specify size: Sm, Med, Lg.

HALLMAN MESH VENTED JERSEY
Specify sizes: X-Sm, Sm, Med, Lg, X-Lg.



No. 1500 Red w/Wt
No. 1501 Red w/Gold
No. 1502 Blu w/Wt
No. 1503 Blu w/Gold
No. 1504 Gold w/Bl
No. 1505 Gold w/Blu
No. 1506 Gr w/Wt
No. 1507 Gr w/Gold
No. 1508 Or w/Wt
No. 1509 Cardinal w/Wt

HALLMAN BLUE NYLON CABLES
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For Suzuki, Maico, CZ, Yamaha, Husqvarna, Penton, Honda.
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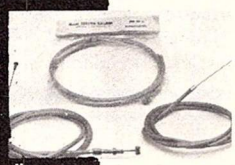

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Cont'd from page 27

like riding a big, squashy sponge. It dulls every sharp point the track can throw at it. Even at high speed the RM lopes along at low amplitude. Potholes, which send the Honda sideways, only dent the Suzuki's line. In comparison, riding the Honda feels like you're on a Ping-Pong ball being played with by a kitten.

Your smiling, blissfully unctuous Suzuki dealer will tantalize you with the satin-smooth action of the heavy-duty, high-capacity, seven-inch-travel front units, in a dazzling display of forky-bouncy right there in the showroom. He will demonstrate the cush stroke of the trick upside-down gas/oil Kayaba shocks in 7½-inch travel, forward mounted laydown trim. The fact is it all works great. They hit the springing and damping right on the button. Honda forks can be made to work a little better, but all the Suzuki forks need is your own personal dial by preload and Bel-Ray. The Honda shocks work pretty good and with the bigger shafts offer a fair amount of service, but only 4½ inches of travel. The Suzuki shocks contain the 7½-inch stroke very nicely and don't seem to fade very much, although they get hotter than a campfire rock. How long they'll last and how easy they are to get at the parts counter remain to be seen.

ODDS AND ENDOES

The chain on the Suzuki stretched like crazy. The Honda's didn't so much, but both bikes could use heftier chains. The tires (Bridgestones) were good on the Honda. Suzuki's rear Bridgestone felt all right, but the front tire, something called an "IRC Motocross" felt kinda strange.

The stamped and welded steel air box on the Suzuki is neat but heavy. Honda avoids the issue by not having one.

The Honda comes equipped with D.I.D rims. The Suzuki sometimes has smooth Akronts and sometimes Takasagos.

The Honda fork caps are plugs with O-ring seals that are held in with snap rings. If the O-ring on one of the plugs gets a good grip, the only way to get the plug out is to

(Please turn page)

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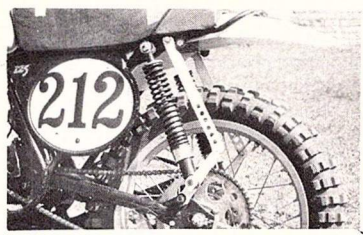

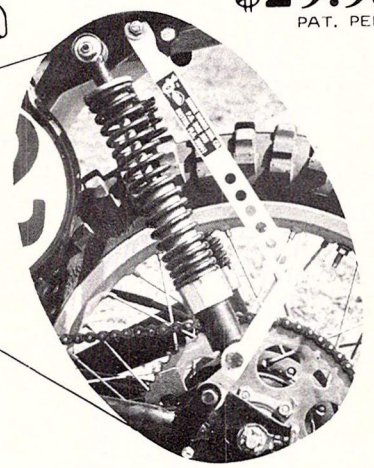

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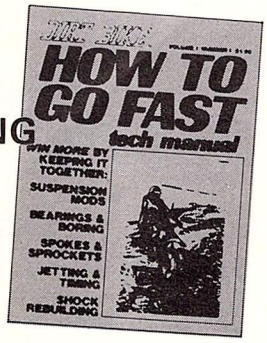

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SUZUKI-HONDA

Continued

compress the forks till the spring drives it out. When the cap finally blows, the spring gets launched in a geyser of fork oil sending 20-weight all over you, the dog and your mom's laundry. After taking a deadly bermshot off the ceiling, the spring wraps itself around your head and twangs you to death. What a way to go.

It takes five wrenches to adjust the chain on the Suzuki and only two on the Elsinore.

The handlebars bend rther easily on both bikes. Of course, maybe it's because we crash rather hardly. Whatever.

The Honda comes with a really boss owner's manual that has complete maintenance instructions, teardown directions with pictures and exploded drawings, all the design specs and service specs, and a list of optional parts. The Suzuki manual is a standard "one down, four up" instruction booklet that advises all work more complicated than inflating the tires be left to your authorized Suzuki dealer. They should've at least included instructions on how to remove your wallet from your pants.

The Honda steering head tends to loosen and must be checked regularly. First to loosen on the Suzuki are the sprocket bolts.

Both bikes enjoy a fairly good reliability record. The first few '75 CRs had some bad cranks in them, but that problem seems to have been rectified. The TM Suzuki engines used to suffer some bizarre explosions now and then, but we saw a herd of 20 RM test bikes survive Press Day at Indian Dunes without a single failure.

After a while the kickstarters will flop around on both bikes and stick you in the leg. You can feel the bulges on the sides of the RM with your knees but after a while you don't notice it.

It seems to us that the Off-On-Reserve progression of the Honda's fuel petcock is more logical than the Reserve-Off-On progression of the Suzuki's.

The Suzuki is yellow, and the Honda is red and gray. Gilbert likes the Honda. Roland likes the Suzuki.

To pick one bike over the other would be an injustice. In stock form the Suzuki would hold the edge because it has better suspension. But there are shock laydown kits that would put the Honda equal with the Suzuki and then the Elsinore would have the advantage because it has a six-speed. But Suzuki offers a hop-up kit that'll make the RM just as fast as the Honda. But then how many shops and mail-order companies have built their businesses making hop-up kits for the Honda? Favor can shift back to the Honda because it has a lower CG. Of course smart companies will come out with frame lowering kits, up-pipes and trick air boxes for the RM that will wheelie it away from the Honda. The possibilities are limitless.

The bikes offered by both companies are worth the money. Neither fights the other head-to-head on strong points but both capitalize on the other's weak points. The choice of which bike is better for you rests squarely on which bike you prefer. Get near one and see what kind of vibes it gives you, then spend some time with the other to see if it tugs you any harder. Your hankerings will show.

FOLLOW IN
ROGER DeCOSTER'S BOOT STEPS

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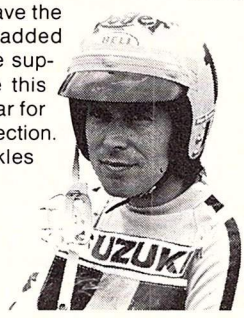

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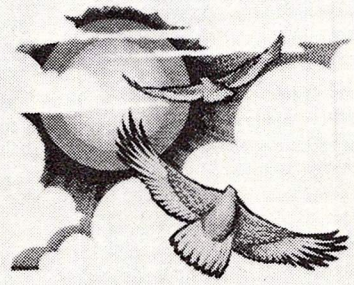

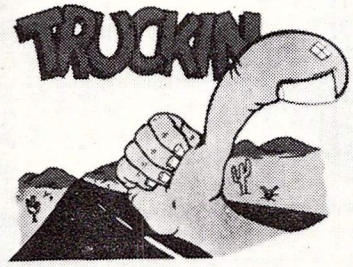

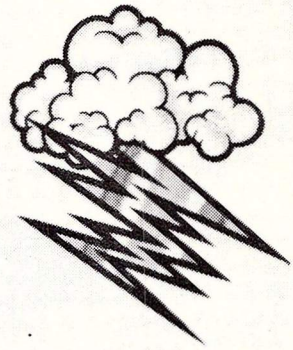

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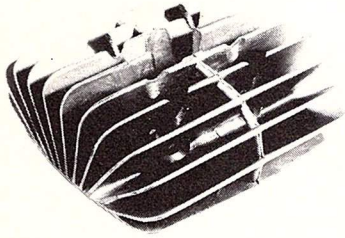

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Available for most Honda, Suzuki, Yamaha and Kawasaki dirt bikes.
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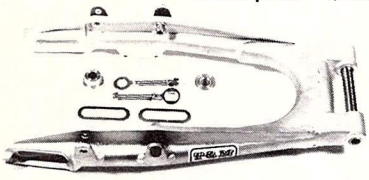

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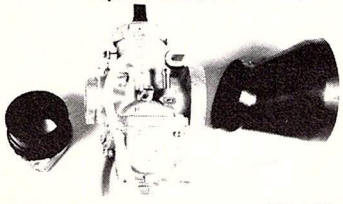

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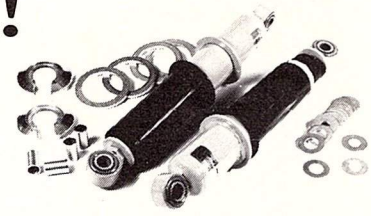
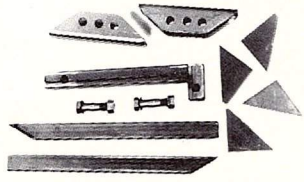


Boge shocks available from 10.75 to 13.50
Retail price – $52.95



CR125 and CR250 laydown top kits
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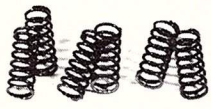

CR125 heavy duty clutch springs
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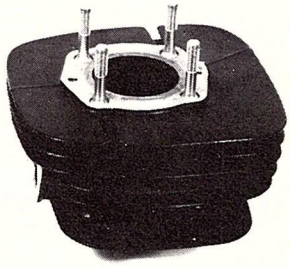

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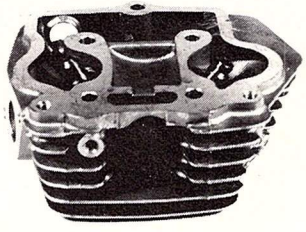
*(Phone or write for further information.)



XR75 Porting
Int. stage retail $26.95 exch.
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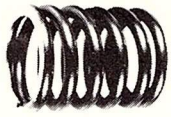

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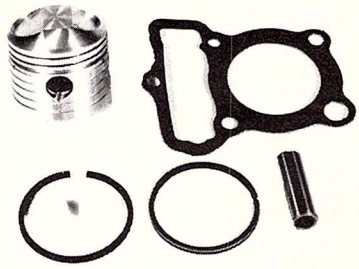

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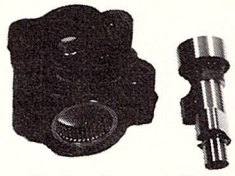

XR-75 needle bearing cam & tower
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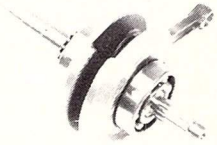

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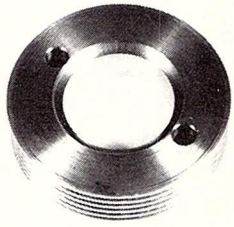

XR-75 aluminum exhaust flange
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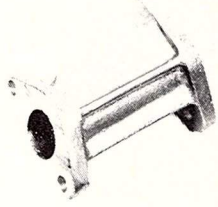

XR-75 intake manifold
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Cont'd from page 37

than a few laps before the now fully supported Husky rider was forced to retire. The muscles in his back had become tense, the result of last year's back injury which still hasn't corrected itself. He was in so much pain that he thought he would be unable to ride at all. Just before the consolation moto, the pain eased up a little, and Mike threw his equipment back on and went out and easily won the consolation at an easy pace.

THE FIRST MOTO

Jimmy Ellis' bad luck began at the start of the first 40-minute-plus two-lap moto, and before the day would be over, Can-Am's Captain Cobalt was out of contention for the Championship title. "I got my foot caught up in someone's wheel and went down hard." The bike itself was having carb problems on the line, and may not have finished the moto anyway.

Tony DiStefano pulled an out-of-sight holeshot with the new model RH Suzuki and began pulling away from the rest of the riders with a lead that increased close to 100 yards each lap. Pierre Karsmakers was way back in second position holding off, with the factory Honda, the advances of Billy Grossi, Gaylon Mosier and Steve Stackable. Kent Howerton was even further back in a second group of riders which included Jimmy Weinert, Mike Kessler and Kenny Zahrt.

After five laps and a lead of over 400 yards on Karsmakers, Tony eased up his pace, stroking the Suzuki along just fast enough to maintain his margin. Billy Grossi moved up to challenge Pierre for second place. They were side by side and playing a pass, then repass, game. In a fast sweeper Pierre accidentally cut Billy off from the inside of the turn and looked back, thinking he had knocked Billy down. Pierre backed off his throttle just a little as he looked, enough to let Billy cut inside of him this time and pull away after teammate Tony. A lap later, Pierre was forced to slow because of a flat rear tire.

Almost unnoticed throughout much of the battling up front was Kent Howerton's steady drive past

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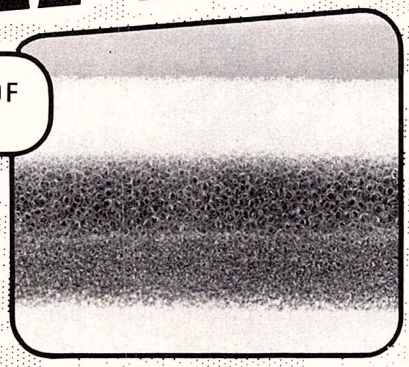

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KENTUCKY NATIONAL

Continued

Weinert, Mosier and Stackable. As the moto went into its final minutes, you could tell that many of the riders were affected by the warm, 85-degree weather and the length of the race. Tommy Croft was having a difficult time trying to keep himself in control at the pace he was running and crashed badly in a fast, dried-out mud rut turn. It put him out for the rest of the day.

With only two more laps to go, Tony DiStefano had to figure the race was his. As he put his leg out for a turn, though, he felt a sharp pain run through his knee. "It didn't seem like I caught my foot in a rut or anything, but when I stuck it out, my knee went 'snap.' The pain was so bad that I actually had to stop the bike. I wanted to cry, it hurt so bad."

When Tony got running again, after the pain of his sprained knee had eased up some, he found himself finishing in sixth place. Billy Grossi found that his second place position behind Tony now left him with the moto win. Howerton was about 20 feet behind Billy, then Weinert, Marty Smith and Mosier. Steve Stackable dropped a lap when the rear brake backing plate on his Maico broke.

THE SECOND MOTO

Tony kept his sprained knee packed in ice between motos, and by the time the second moto was ready to begin it wasn't hurting as bad. Rocket Rex Staten pulled his usual CMC holeshot coming off the starting line's downhill off-camber first turn, but was smoking it way too fast and got sideways in front of the pack. Karsmakers, Kessler, Smith and Mitch Mayes were among the riders who piled in behind. When the dust settled, bikes and riders were strewn everywhere. Rex was able to get his CZ running again, but Kessler, Smith and Mayes lost a lap sorting themselves out, and Pierre limped back to the pits.

Jimmy Ellis had his Can-Am in the lead for one lap, then his electrics went out. It just wasn't his day either. Tony Dee found himself back out in front again, but Weinert was clipping his rear fender in an effort to get by. Jimmy found room to get around Tony at one point, but couldn't hold the lead for more than a lap before Tony was back out in front again. The short battle quickly burned Weinert out and he began to fall off Tony's pace. Howerton and Grossi easily passed Weinert as they turned their attentions to reeling in on Tony themselves. Howerton hung back for a little while, but when he saw that the two Suzuki riders were beginning to tire, he stepped up his pace and worked his way past Grossi and DiStefano to take over the lead.

Kent's second moto victory gave him the overall win for the Blue Grass National and the lead in the

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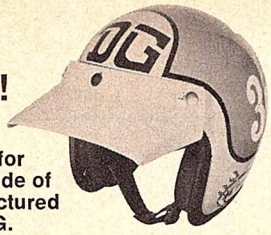

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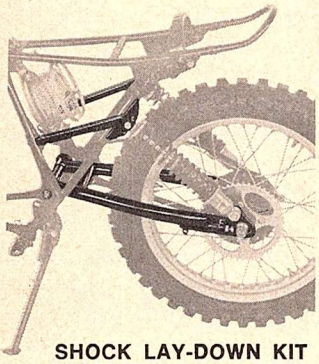

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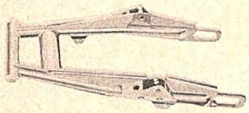

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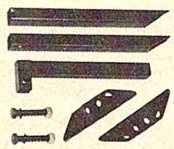

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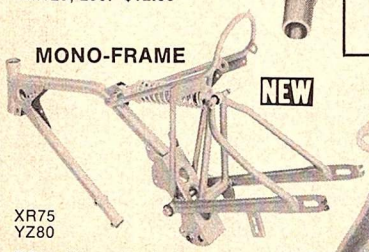

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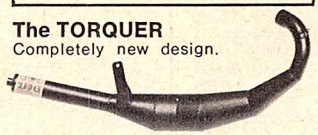

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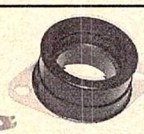

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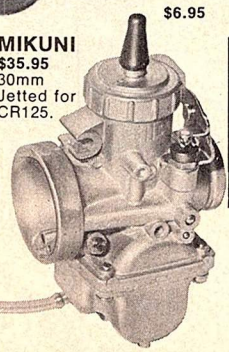

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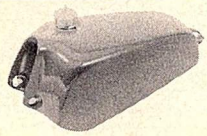

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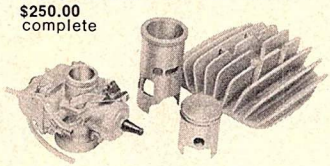

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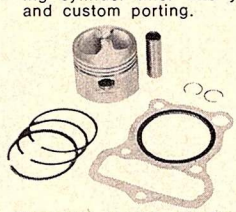

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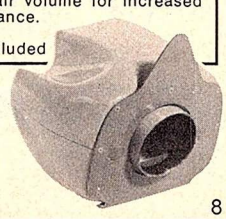

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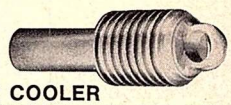

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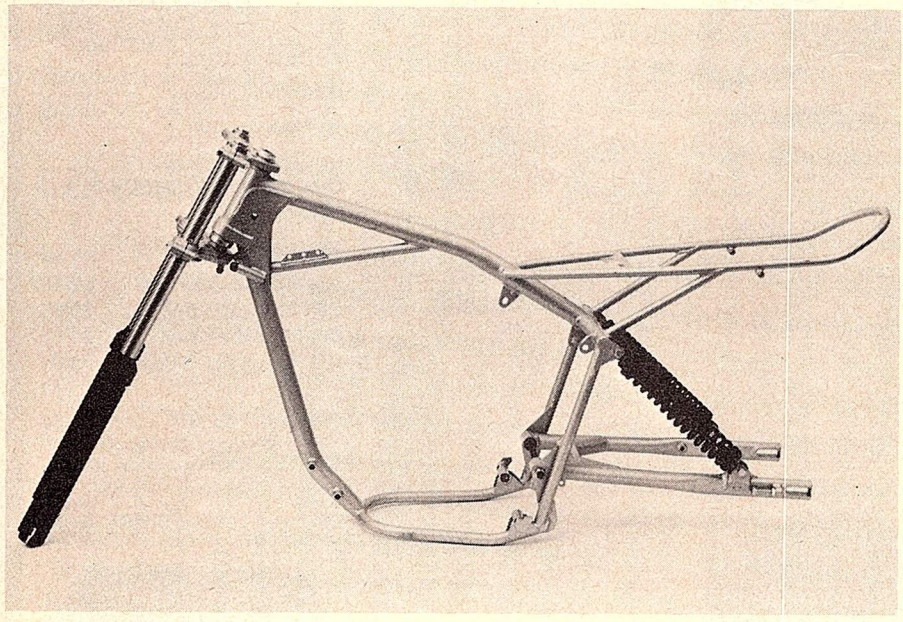

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KENTUCKY NATIONAL

Continued

250 Championship points standings. The young 20-year-old Team Husky rider has come a long way since joining the National circuit just last year. Billy Grossi and Tony DiStefano gave Team Suzuki second and third overall behind Kent. Doing extremely well despite a back problem was Mike Hartwig, who worked his way up to fourth place in the final moto after a bad start for a much deserved fourth overall. Mike has shown a desire this season to try harder when he has problems with himself or his bike, rather than retire from the race as he has done in the past when things weren't going right.

With this, the third race in the five-race 250 National Championship Series, most of the riders who were expected to do well in the Series are already out of contention — favorites like Jimmy Ellis, Marty Smith and Pierre Karsmakers. Even Jimmy Weinert will have a difficult time if he can get himself back in shape. Tony Dee and Sugar Bear are the only two riders that can catch Howerton if he has problems at the remaining two races.

OPEN SUPPORT CLASS

There wasn't much racing going on in the Open class, mainly because most of the regional hot shoes tried to qualify in the 250 National class. Qualifying wasn't needed because of the limited number of entries, and both of the 30-minute motos turned into follow-the-leader processions.

The two riders who could have made the race interesting went out early. Don Kudalski on the factory Rokon Automatic dropped out on the first lap of the first moto — just as he was about to take over the lead — because of ignition problems. The AMA's National star Dick "Bugsy" Mann was holding down third place with a 400cc BSA when the engine seized. Dick's sit-down motocross style while blowing off all the kids half his age was worth the price of admission.

Chris Berg took the overall win on a 360 Husky with two second place finishes. First moto winner Ted Fischer had problems with his bike in the second moto, which was won by Brian Merritt.

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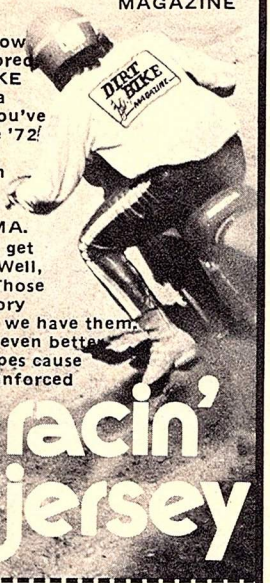

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AUSTRIAN GP

Cont'd from page 43

17 to seven seconds and on the 11th lap he zapped the young Belgian to move into second. Falta had it screwed to the stops and there was nobody to threaten him. By the finish he had moved out to a 24-second lead over Robert with Everts down from him by five. Andersson DNFed with a rear flat early in the moto. Bauer moved up from tenth to a fifth-place finish and felt he could have done better but for the loss of power his broken stinger caused on the factory Suzuki's exhaust.

Jim Pomeroy, the Spanish 250 opener's fastest qualifier, started the first moto at Sittendorf in fifth and held onto it till lap 11 when Weil slipped ahead, followed by Hamersmid and Bauer.

Weil broke his gear selector running in fourth at the quarter-way mark, relegating him to three gears on the new five-speed Maico box.

SECOND MOTO

Just like the first moto, Falta jumped to a lead that went unchallenged. This time Willi Bauer's Suzuki hung together and he finished second to Falta by 12 seconds. His high placings in both motos gave him the lead for the 250 World title with 40 points.

Pomeroy, at the first lap go-round, had a solid fourth behind Falta, Weil and Bauer. Weil dropped position with mechanical ills and Bimbo moved into third. He rode hard and steady but got nipped at the wire by Robert with Maisch right behind, for a fifth-place finish.

Everts worked his way up to eighth until his suspension gave up, slowing him to a 14th place finish.

The sensation of the day was, of course, Jaroslav Falta — who ran away with both motos on the hairy, dangerous circuit. The surprise of the meeting was rejuvenated six-time World Champion Joel Robert. This was his 15th year of competition, starting back when he was 17. Everyone thought he would hang it up after last year. At Sittendorf he was lapping faster at the end of both motos than anyone on the course. After the race I talked with him and he said that he stayed away from bikes last winter. He went to Japan for testing and then kicked back till the start of the International races. He said that he feels very fresh and has a new desire to do well and race hard in the GPs this season. He's aiming for a third.

This year's 250 title chase is already shaping up to becoming a heavy contest between a dozen strong contenders for the crown. No one is going to run away with it. That's a fact.

MX 3-10

MOTOCROSS ACTION MAGAZINE

BACK ISSUES

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April 74 Combat Wombat
May 74 The Sang Gang Takes Over
Aug. 74 Roger DeCoster Interview
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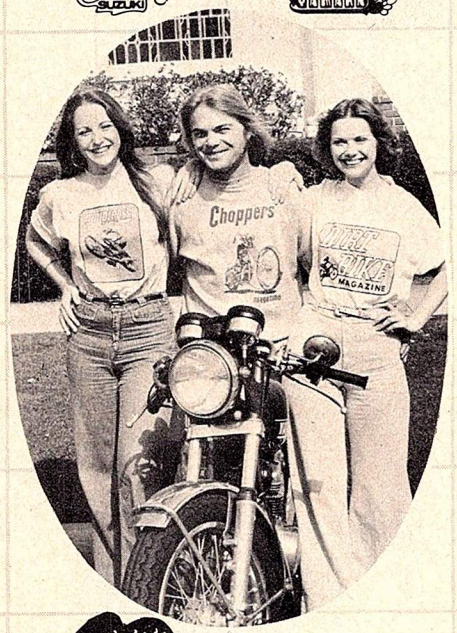

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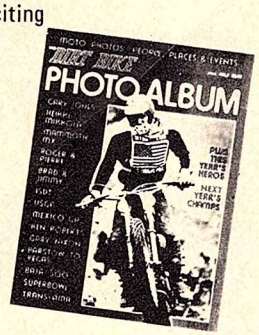

Desert races from Southern California and the International Baja . . . even the Grand National Skiddin Trail with stars like Gary Nixon and Kenny Roberts.

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WHITNEY NATIONAL

Cont'd. from page 50

always a killer because the track has been worked into a mile and a quarter of deep whoopdies and deeply rutted corners. It's hard on machinery. The late afternoon heat is hard on the riders. Today there was a rough track, heat, and the unbelievable tension that was hanging in the air when the gate dropped on the last 1975 250 National moto. Everybody in Whitney, Texas, who wasn't out plowing his fields was there for the start.

Tony motored into the lead just like the Godfather and left Kent back in the dust to fend for himself. Kent stuttered around the track for a few laps in sixth, then began a slow but sure move through traffic. Stackable and Weinert, who finished 4-3 in the first moto, were also attempting to better their 250 final point standings. Out of the dust in the hole rode Weinert with his foot off the peg and looking very painful. Stackable went to shift his transmission into fourth gear and it wasn't there anymore, nor was first, second or fifth. With both Weinert and Stack motoring, Howerton had a relatively clear path to DiStefano. All he had to worry about was that pesky Billy Grossi following a few feet behind.

Tony is no fool. He only needed to finish this moto within a few places of Howerton to win the championship on points, but the remainder of the race made it seem like he couldn't decide whether to go ahead and win the moto, or let Kent win and finish one or two places behind him just to be on the safe side. There is no glory in safety. Both riders led the race for a few laps each. The frequency with which the lead changed almost made this finale too good to be true . . . stage-managed like professional wrestling.

Howerton and DiStefano were still going at it late in the race when Tony's bike slowed noticeably and allowed Howerton past. One of the Suzuki's shock absorbers had broken and Tony had to attempt to finish the race under perilously fragile circumstances. He had to ride fast enough to maintain his position, but not fast enough to overload and possibly break the remaining shock absorber.

It was all pretty dramatic, but not as dramatic as it could have been. Tony finished the race in second place, and still riding his bike and not pushing it. He is Number One, and to further widen the ear-to-ear on Mr. Suzuki's face, Bill Grossi, the other U.S. Suzuki rider, moved into the third National position after Jammin' Jim jammed his foot and Short Stack smashed his shifter.

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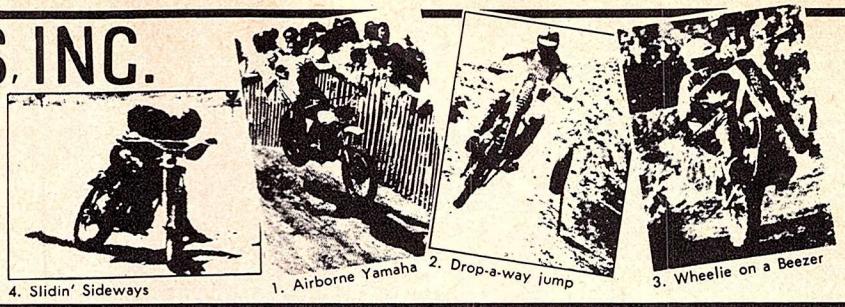

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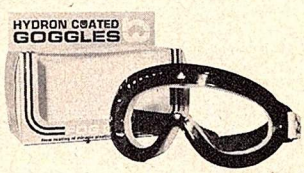

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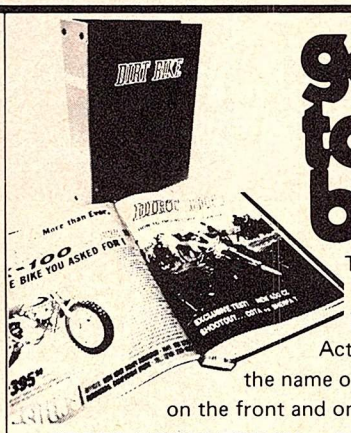

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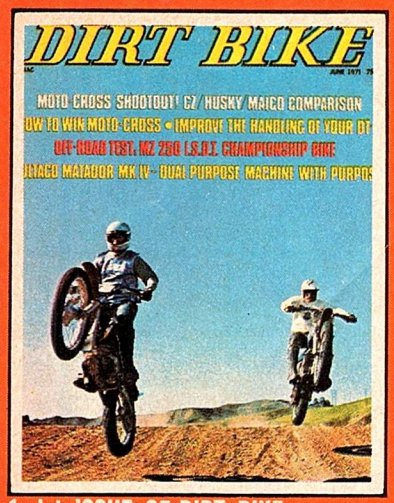
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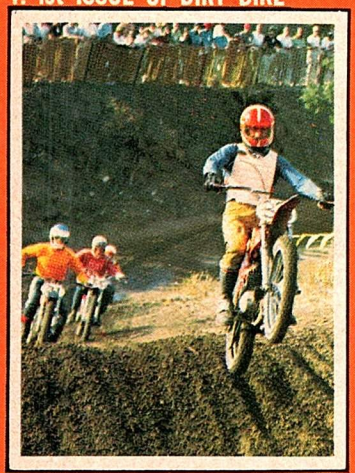

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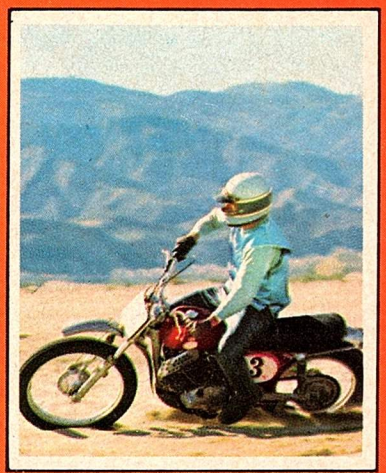

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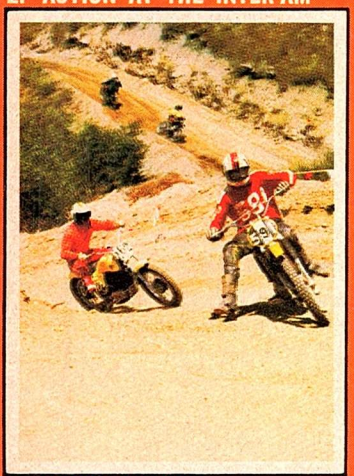

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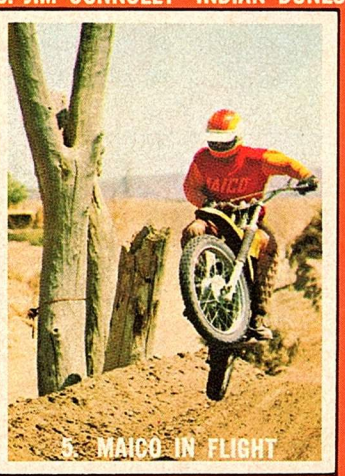

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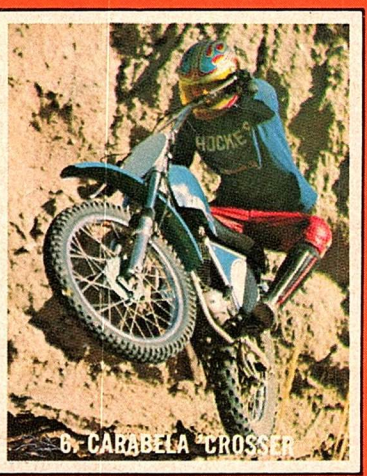

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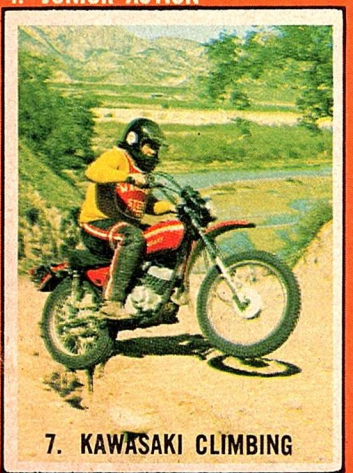

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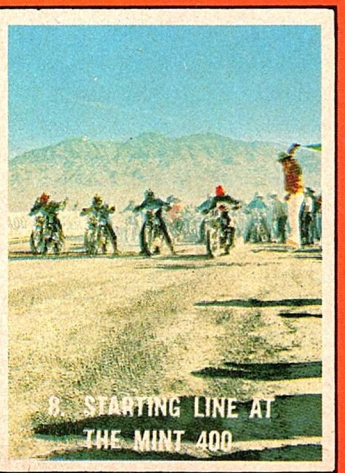

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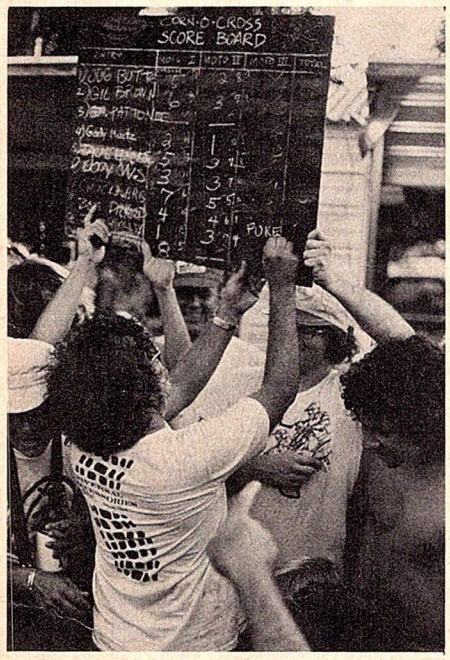
Cont'd. from page 53

the boonies. Meanwhile the spectators, who used adjoining picnic tables as bleachers, cheered their favorites and loudly accused all others of cheating.

John Wooley won the first thrill-packed moto, but in the second and third motos it was all Godzilla Gordy Meutz. Gordy, who was formerly the head of Yamaha's Snowmobile racing team and is now assigned the task of keeping Weinert and his scooter in shape, had things under control. Jammin' Jim brought him a raw ear of corn at one point in



the second moto and Gordy told him to get a cooked one: "You tell me when your bike's not running right, now I'm telling you when my corn's not right!"

Not everyone had Gordy's cool. In the third moto, the corn cookers fell way behind and most of the corn was being eaten partially raw. Chuck Burris got a pained expression on his face and ungraciously deposited his eatings on the table. Bobby Pickard did likewise. And everyone else had to look the other way to avoid a chain reaction that would disqualify them all. Gordy Meutz kept munching his way into the records books and into the hearts of corn lovers everywhere.

RESULTS

1. Gordy Meutz (2-1-2) . 34 ears total
2. John Wooley (1-3-2) . . . . . 32 ears
3. Jody Weisel (3-3-1) . . . . . 29 ears

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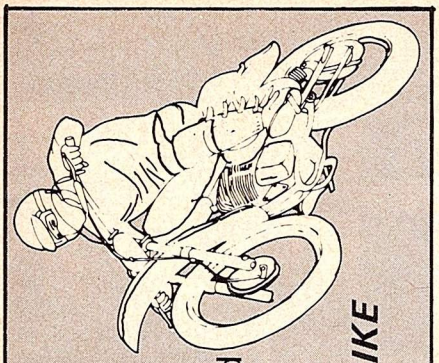

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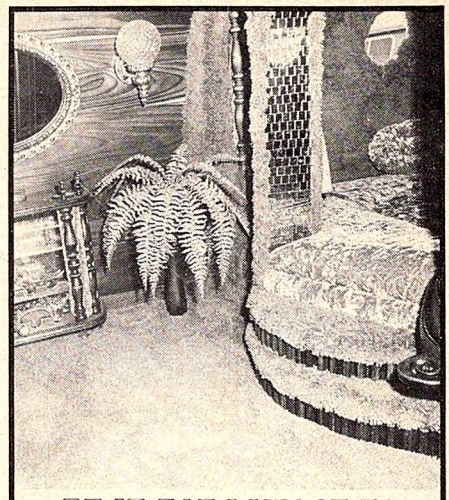

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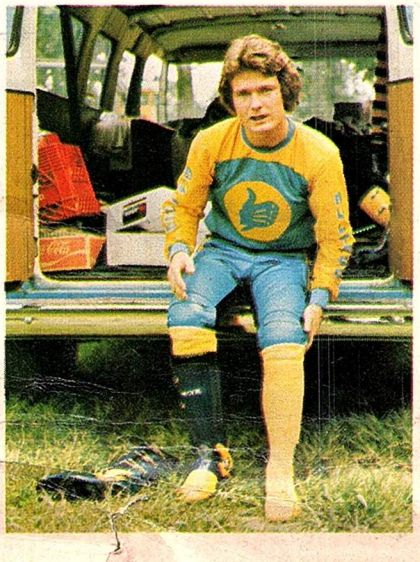
BERM SHOT

Photo by Dick Miller

Dave Bickers tried on his helmet before the Livermore Trans-AMA. He hadn't ridden in quite a while, and he couldn't get it off. After the laughter died down DeCoster took pity.

The Bultaco Rider.



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THE WAY I SEE IT, 16 is a freaky age. When you turn 16, you're turning a corner in your life, heading right down the road to what they call 'adulthood.'

I mean, now you can handle responsibility better than before, and you like the feeling. But there's a catch...Catch-16. Once people know you're more responsible, they give you more responsibilities. You just can't go out and enjoy yourself anytime you want. Those days are over. Now you earn your good times.

But if you're into motorcycles, like I am, it's worth it, for sure. Because here's the good part of Catch-16—the sooner people know you're responsible, the sooner you'll own a bike. That's what I found out when I decided I wanted a Kawasaki, the F-11 250. Before my dad would talk about it, I had to get together all the facts and my friends' opinions and show him the specs and explain why the F-11 was the bike for me. Like it was simple to ride and very rugged and had a good reputation, and I could ride it to school or on trails. Then we agreed I'd help pay for it.

Now I'm so responsible I can hardly stand it, but I have more good times than ever. So when you're 16, you take your good with your bad. And maybe that's how it is the rest of your life. I don't know. I know one thing—when I'm 21, I'm moving into an apartment with maid service.

Kawasaki
lets the good times roll.

Good times include riding safely. We recommend wearing a helmet and eye protection, keeping lights on and checking ...ws before you ride. See Yellow Pages for nearest Kawasaki dealer. Member Motorcycle Industry Council.